RUSS OLSON VOLUME 14

EQUIPMENT

Description

Shop Records 1898-1954

Sub-divisions Within This Volume

- Entire Binder Consists of Ed Nelson’s Shop Records

ED NELSON'S SHOP RECORDS
MECH. DEPT. RECORD CARDS TERMINOLOGY

REPAINT	"Rebuild and Repaint". Done in the Erecting Shop. About 1929 the terminology changed to "Rehabilitate and Repaint"
RECOAT	"Repair and Repaint". Done in the General Repair Shop. One coat of enamel only. Started 1925-1926.
SIDES COATED	Introduced in the 1930's. Much more common than RECOAT by 1942-1943. Apparently meant only the side and end sheathing (wood or steel) were repainted.
REVARNISH	Last performed in 1917.

See EHN's SHOP RECORDS, 1931 page, "Frequency of Rehabilitation" paragraph for a good summary of what was learned from using the Mech. Dept. Record Cards.

Mechanical Dept. Record Cards were missing for cars 1512, 1600 and 1819.

I believe Ed Nelson chose 1929 for his starting point (1) because the last rebuilding of front exit cars had just been completed, and (2) the Authorization [for Expenditure] system had been established, making it easier to compare individual car numbers between the two record system.

I attempted doing the same thing for the period 1904 thru 1928 using the same cards. The results were complicated and confusing; no methodical system of rebuilding and repainting of the cars could be determined. Dates for both methods seemed to be random, with some cars getting such work only a year or two apart, while other cars waited many years. The following page summarizes the quantities of cars processed under each method by year.

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SHOP RECORDS SUMMARY 1904-1928						
PASSENGER EQUIPMENT						
YEAR	REPAINT	REVARNISH	RECOAT	Same Year Twice	Same Year Thrice	
1904	12					
1905	126	11				
1906	91	24		1		
1907	66	7				
1908	217	14				
1909	223	25				
1910	196	2				
1911	344	2				
1912	208	35		5		
1913	379	38		2		
1914	340	2				
1915	556					
1916	585	14		30		
1917	344	106		9		
1918	209			1		
1919	339			2		
		FE RBLT				
1920	400	34		4		
1921	196	264		19		
1921	Trailers	25				
1922	177	11		1		
1923	28	99				
1924	85	114				
1925	167		5			
1926	172		21	2		
1927	353		129	19		
1928	196	64	174	29	1	
1927	10 cars both Repainted and Recoated					
	4 cars Repainted twice					
	5 cars Recoated twice					
1928	18 cars Repainted twice: 1150-1163,1255-1256,1259,1261 May and Aug					
	10 cars Repainted and Recoated					
	1 car Recoated twice					
	1 Trailer 225 Repainted twice and Recoated once					

Mr. Horace Lowry was President, and the company had 1,045 passenger cars, all of which they kept until 1933.

Details of shop work, rebuildings and repainting are shown for 1929 and on. In early 1928, the last of the lightweights had entered service. Toward the end of 1928, 2000-2005 had been standardized with the new cars, and 64 standards had been rebuilt with front exits, electric heat, roller bearing trucks, improved seating, etc. An important feature of rehabilitation of front exits from the first of 1929 on, is that more cross seats are put in, skirts are added to the cars, etc., so that they will conform with the new 1254 series. This rebuilding was done in the Erecting Shops; in the General Repair Shops, painting (Recoats) of other cars continued as usual.

AUTH. ____ (Probable) REHABILITATE 50 FRONT EXIT CARS, seats like 1254. I am short one car number for this group.

3-16	1354				
3-25	1332	1335	1745	1759	1799
4- 1	1451	1632	1753	1794	
4- 3	1742				
4-10	1329	1330	1337	1338	1353
4-10	1524	1537	1710	1732	
4-11	1728				
4-12	1806				
4-30	1331	1350	1367	1749	1754
5- 7	1334	1727			
5-15	1740	1748	1765	1800	1827
5-21	1375	1377	1523	1546	1694
5-27	1465	1477	1729	1760	1808
6- 1	1340	1342	1345	1777	1778

RECOATS - 50 STANDARD CARS REPAIRED & REPAINTED (probably on auth.)
(This division of cars is my own; painting no doubt continues from 1928).

1- 9	920	1135	1246		
1-11	1184				
1-14	1229				
1-17	1208	1245			
1-25	915	921	1004	1224	
2- 1	1119				
2- 8	1020	1045			
2- 9	898	910			
2-15	979	1192			
2-20	1008	1120			
3- 1	1240	1242			
3- 8	1060	1139			
3-16	1074	1079			
3-23	914	992	1146	1147	1190
4-15	1122				
4-16	1022	1037	1100	1121	
4-16	1131	1148	1149	1203	
5- 2	1155				
5- 3	1145				
5-13	1123				
5-20	898	1137	1158	1259	1261
5-23	1129				
5-31	1189				

2006-2030 on this order: AUTH. #4333, 1-10-29: 2019, rebuild & change position of fare box stand, box light & con's button. XXXXXXX That order completed by 1-10-29.

RECOATS: 29 (some repeat)

3-11	2010		2024	
3-12	2008		2027	
3-18	2030			
3-22	2013		2022	
3-29	2009		2011	
4-10	2012	/	2023	4-16
5- 9	2026	/	2007	6- 9
6-24	2019			
7-24	2021		2029	
8- 2	2018	/	2014	8- 6
8-14	2016		2025	
9- 6	2022	/	2006	9-17
9-23	2017	/	2010	10-12
10-23	2002		2003	Xrehab?
10-23	2004			
10-29	2000		2001	rehab?

AUTH. #4728, 5-15-29, REHABILITATE 50 FRONT EXIT CARS, seats like 1254. Group includes car 1819.

6- 3	1816				
6- 6	1503				
6-13	1659				
6-20	1336	1355	1364	1379	
6-20	1511	1521	1525	1790	1795
6-25	1384	1423	1456	1498	1519
6-25	1584	1774	1783	1788	1826
7- 5	1454	1515	1784	1791	1817
7-11	1453	1463	1516	1811	
7-12	1409	1425	1703	1755	
7-15	1801	1805	1814	1815	
7-22	1439	1534	1539	1706	1724
8-16	1406	1577	1580	1752	1782

AUTH. #4776, 7-16-29, REHABILITATE 50 FRONT EXIT CARS, seats like 1254.

8-20	1419	1474	1674	1717	1802
8-23	1551	1569	1576	1626	1701
8-29	1596	1681	1776	1820	1850
8-31	1547	1556	1588	1682	1789
9- 2	1554	1563	1571	1593	1767
9- 2	1779	1785	1786	1810	1841
9-18	1532	1550	1579	1680	1839
9-26	1662	1720	1824	1830	1835
9-28	1559	1564	1582	1590	1792
10- 4	1545	1589	1685	1822	1834

AUTH. #4822, 9-3-29, REHABILITATE 50 FRONT EXIT CARS, seats like 1254.

10- 9	1592	1670	1746	1758	1843
10-12	1459	1460	1468	1476	1490
10-18	1390	1422	1448	1455	1458
10-23	1441	1572	1647	1726	1848
10-26	1374	1404	1411	1469	1478
10-28	1380	1414	1437	1462	1526
11- 1	1407	1492	1497	1747	1825
11- 7	1421	1444	1450	1472	1553
11-14	1430	1487	1686	1714	1809
11-21	1362	1431	1449	1654	1842

REHABILITATION OF FRONT EXITS CONTINUED. Probably done under authorizations each for 50 cars; I do not have next auth. lists to double-check.

11-26	1368	1505	1558	1571	1780	--1571 repeated from 9-2.
12- 7	1343	1408	1429	1499	1502	
12- 7	1555	1734				
12-16	1773	1804	1807			

AUTH. #4725, May 1929, REPAIR AND REPAINT 50 STANDARD CARS IN GENERAL REPAIR SHOPS. I list here one 1930 car, probably the end of this program. No list available for checking.

RECOATS: 51 STANDARD CARS, AND 1 FRONT EXIT CAR.

6-15	945	1089	1090	1127	
6-23	1023	1106	1172	1183	
7-17	1168				
7-27	1510				
8- 2	959	1124	1133		
8-17	991	1141	1170		
8-31	1166	1175	1176	1188	
9- 2	1138				
9-12	1107	1235			
9-30	781	1128	1178	1181	1218
10-13	806	932	1036		
10-26	971	1104	1177		
10-28	970				
11- 1	1140	1164	1187		
11-24	1137	1214	1249	1251	1252
12- 5	1025	1038			
12-16	903	1250			
12-31	904	949	950	958	
1- 7	1239				

In December, 7 rows cross seats were added in trailers 208 and 210.

1929 TOTALS, cars above, ~~125x3~~ 215 cars rehabilitated, and 131 other cars repainted.

FRONT EXIT CAR REHABILITATION. 35 CARS probably from last group:

1-20	1433	1447	1470	1482	1651
1-31	1442	1452	1567	1721	1818
2-10	1712	1725	1803	1828	1844
2-21	1435	1461	1549	1770	1775
2-28	1399	1446	1479	1504	1787
3- 7	1413	1520	1560	1708	1735
3-14	1346	1347	1481	1548	1695

RECOATS (OR REHAB)

2-17	2023
3- 1	2020

FRONT EXIT CAR REHABILITATION, probable 50-car order.

3-21	1432	1480	1527	1557	1705
3-21	1741				
3-31	1389	1488	1494	1667	1798
4- 7	1361	1517	1699	1756	1831
4-12	1611	1612	1616	1617	1625
4-18	1604	1607	1615	1618	
4-25	1531	1540	1666	1675	1733
4-30	1528	1568	1655	1738	1840
5- 9	1412	1538	1737	1823	1853
5-16	1565	1621	1633	1644	1829
5-22	1506	1620	1624	1683	1812

FRONT EXIT CAR REHABILITATION, probable 50-car order.

5-27	1420	1583	1669	1766	1854	
5-29	1513	1535	1585	1649	1711	
6- 6	1381	1416	1645	1709	1813	
6-12	1495	1622	1639	1730	1845	---1495, new inside finish.
6-18	1475	1508	1653	1700	1718	
6-25	1383	1418	1660	1764		
6-30	1485	1493	1581	1731	1763	
7-10	1426	1501	1518	1772		
7-17	1366	1466	1471	1743		
7-22	1434	1679	1702	XXXXx		
7-29	1536	1591	1638	1797	1836	

Also in above group, 7-10, 1549 (repeat from Feb.) (51st car)

FRONT EXIT CAR REHABILITATION, probable 50-car order.

7-31	1473	1578	1634	1761	1833	
8- 7	1386	1543	1688	1751		
8-15	1394	1510	1793	1837		--1510 had '29 recoat.
8-17	1417					
8-19	1443	1542	1598	1678	1771	
8-22	1483	1629	1719	1723	1739	
8-29	1509	1713				
8-30	1397	1484	1500	1640	1672	
8-30	1668	1698	1762	1768	1796	
9-17	1398	1415	1566	1641	1716	
9-23	1333	1356	1574	1642	1692	
9-23	1736	1832				
9-27	1544	1757				

Also 2 extra cars, 8-15, 1686, a '29 repeat; and uncertain status,
8-29 x4 1445 also listed for 6-16-31.

FRONT EXIT CAR REHABILITATION, probable 50-car order.
10- 6 1351 1392 1496 1715 1722
10-11 1352 1363 1467 1597 1635
10-12 1360 1372
10-16 1438 1541 1570 1594 1650
10-22 1376 1457 1533 1646 1744
10-28 1339 1522 1587 1663 1690
10-31 1489 1562 1704
11- 7 1388 1405 1552 1648
11-21 1370 1464 1656 1697 1849
11-26 1440 1507 1643
11-28 1341 1382 1424 1486 1573
12-10 1410
12-18 1530 1628

Also the following rehabs with above group:
10-12 1460 --'29 repeat
10-31 1335 1759 --'29 repeats
11- 7 1799 --'29 repeat
11-26 1753 --'29 repeat
11-26 1661 --is listed again 2-9-31.

Following Rehabs should have been inserted in 2nd 1930 group of 50; thus the groups shown here are out of order:
6-20 1676 1769 1781 1821

My listings show at least 456 front exit cars (of 526), other than the 1254 group, now have the seven rows of cross seats in center.

RECOATS: ~~52~~ 53 STANDARD CARS REPAINTED.
11- 1 1195 1197 ---1195 was also listed 6-23-30
Perhaps following would be under authorization to repair 50 cars:
11-22 1135 1226 1242 1246
12- 1 1199
12- 8 1004 1211 1237 1253
12-10 924 931 937 940 941
12-10 943 1006 1019 1020 1060
12-10 1064 1112
12-12 1000
12-16 925 930
12-17 923 927 1078 1081
12-19 929 933 934 935 938
12-19 939 944 1045 1080 1167
12-19 1247
12-20 926 953 956 957
12-29 1009 1054 1117
12-30 1048 1082 1101 1105 1143

IN AUGUST 1930, 16 2000s WERE MADE INTO ONE-MAN CARS:
2006-2020, 2023
NO PAINT DATES LISTED.

TRAIN CARS. Trailers 200-207 got cross seats. Paint dates not listed for 200 and 202; no card available for 1600, no dates listed for 1607-207.
RECOATS: 11-10 1601-201 1602
11-14 1603-203
11-17 1604-204 1605-205 1606-206
Whether the motor cars now got 7 rows of cross seats is a good question. 1604 had apparently got them in front exit car rehab the previous spring.
TOTALS 1930: 248 CARS REHABILITATED, at least 64 PAINTED, and 16 lightweights converted to one-man. NOTE, perhaps 13 train motor cars rehabbed in spring do not count in work orders to cover 235 cars.

FRONT EXIT CAR REHABILITATION, probable 50-car order (49 listed)

1-16	1401	1403	1599	1627	1652	
1-26	1373	1393	1631	1658	1846	
2- 3	1344	1402	1657	1691	1852	
2- 9	1365	1395	1428	1661	1684	--1661 repeated from '30?
2-16	1354	1396	1427	1630	1687	--1354 repeated from '29
2-20	1357	1359	1436	1491	1665	--?1436? --repeats 7-7-31
2-28	1338	1664	1671	1847		--1338 from '29
3- 6	1348	1595	1693	1696	1838	
3-13	1329	1586	1673	1677	1732	--1329, 1673 from '29
3-18	1332	1358	1637	1689	1750	--1332, from '29

PROGRESS OF REBUILDING with new seating arrangements like 1254: Ignore train motor cars (of which 13 are in rehab lists so far). No card for 1512, assume done in list above or in 1929 list with one car missing. There were 500 front exit cars, other than 1254 group and train group. 443 rebuilt 1929-1930, plus 43 cars in above list, leaves 14 cars to do.

FREQUENCY OF REHABILITATION. Sometimes a car is listed twice in one year; accidents might have a bearing on that. Very frequently a car is done two years in a row. Probably the average rehabilitation comes every two years. Yet, under the system of authorizing rebuildings of 50 cars at a time, there seems to be no regular rotation of the cars, and it is only in 1940 or so that regular rotation seems to begin. Cards from which these records come may have had errors and omissions, and there have no doubt been some errors in compiling this record.

Were these frequent rehabilitations a great deal more than a first-class repainting program? All painting dates listed here as rehabs are used by the company in deciding which cars are oldest for rebuilding to one-man. These definitely seem to be distinguished from ordinary "recoats which were usually recorded as such. --Following rehab groups repeat '29 and '30 cars, but note 1254 series rebuilt 1928, do not get rehabs until 1932; were they rebuilt so much better in 1928, than the subsequent regular rehabbed cars were?

FRONT EXIT CAR REHABILITATION, probable 50-car order.
*Starred cars were done in 1930, others 1929 except as noted.

3-31	1378	1400	1451	1745	1851	--1378 1400 1851 from '27.
4- 1	1437	1447*	1454			
4- 7	1524	1529	1574*	1623	1632	--1529 from '26 with '27 recoat; --1623 from '28 train work.
4-17	1516	1545	1701	1795	1804	
4-25	1546	1748	1749	1808	1824	
5- 1	1459	1468				
5-14	1433*	1449	1450	1456	1476	
5-21	1439	1444	1462	1465	1474	
5-28	1432*	1452*	1453	1458	1463	
5-29	1460					
6-10	1434*	1446*	1448	1461*	1479*	
6-16	1442*	1445*	1471*	1472		

Note the program of rebuilding 1400s (from Duluth, Lake, Snelling).

AUTH. #5492, 4-17-31, REBUILD ONE FRONT EXIT CAR, 1854, TO ONE-MAN.
Electric heat installed, etc.
Ex 5-20 1854 (1930 car)

FOOT BRAKES, trial valve in 2020 3-28-31, later in 2023; ordered 4-3-31 for all 35 lightweights, but not installed on others.

FRONT EXIT CAR REHABILITATION: 30 cars, with previous 50 listed, may have been under two authorizations of 40 each.
*car done in 1930, others 1929 unless listed.

6-20	1430	1431	1455	1457*	1466*	
6-25	1435*	1438*	1464*	1467*	1469	
7- 7	1429	1436	1440*	1441	1443*	--1436 from Feb '31?
7- 7	1451	1470*	1473*	1475*	1477	--1451 from March '31.
7-14	1558	1703	1724	1801	1825	
7-20	1694	1758	1784	1794	1814	

AUTH. #5499, 4-28-31, REPAIR & REPAINT 50 STANDARD CARS in Gen'l Repair Shops. No apparent groupings. See separate list of 1931 recoats.

AUTH. #5477, 4-8-~~5~~31, REBUILD & REPAINT 50 FRONT EXIT CARS, work started 4-29, done by 7-10, see the last rehabs listed above.

AUTH. #5539, 6-6-31, EQUIP ONE FE CAR for one-man, with "air-operated doors at both ends, otherwise similar to 1854", "install new wide front exit frame, install narrow rear steps and doors instead of gates". (Note auth. for 1854 not so written, but two door engines mentioned for 1854). Field shunt installed on this car:

6-30 1328 (1928 car).

AUTH. #5560, REBUILD & REPAINT 50 FRONT EXIT CARS, work started 7-6-31, last five cars completed after one-man cars 1293-1327 were done. These numbers checked with authorization list showing which cars were done after work was completed.
*car done in 1930, others 1929 unless noted.

7-24	1576	1708*	1754	1811	1826
7-24	1835				
7-31	1503	1526	1539	1776	1783
8- 6	1527*	1547	1590	1714	1827
8-13	1511	1534	1563	1740	1785
8-19	1334	1537	1706	1777	1809
8-28	1342	1755	1787*	1810	1815
8-31	1347*	1775*	1822	1823*	
9- 3	1367	1742	1747	1829*	1557*
9- 4	1686*	1773	1790	1830	1831*
12-14	1504*	1515	1659	1725*	1728

Note auth. list shows 1379 done but not 1504; my list from card dates.

AUTH. #5628, rebuild one car for double-end one-man/two-man, use only extra materials on hand. 9-4-31 letter estimated cost at $150, raised it to $250 on account of selecting car 1230, and so having to add front exit as well as rear exit door. Add 2 standard FE doors, one K-28-B controller, new hand brake staff, chain, rod, headlight, fender, Knutson trolley retriever, 2 switch ~~boxes~~ cabinets, 1 sand-box, 1 M/M mirror, 2 farebox stands, 1 U.S.13 trolley base, 1 pole.

9-10 1230 (last repaint 1922)

AUTH. #5608. REBUILD 35 CARS 1293-1327, SIMILAR TO 1328 & 1854. Repaint, change gear ratio to 18:66 (from 16:68). "With 18:66 ratio, heavier cars with 203s will have operating characteristics like lighter cars of 1854 type". (Note field shunts NOT added to these 35 cars, though 1328 had them). (1854 had 15:66 gear ratio at this time;#9 GE200 equipment). Install thermostatic heating control.
(Note Auth. #5599, 12-24-31, done 1932, was to equip 1854 with roller bearing journal boxes, but this was done to 1832 instead). (Note Auth. #5586, 7-23-31, completed late 1932, install automatic thermostatic control for heaters on 100 cars: 1254, 1266-1328, 1613, 1854, 2000-2030, 2-4, car #1 not done).
Following cars last rebuilt in 1928.
(10-20, touch up 1328.)

10-20	1322	1323	1324	1325	1326
10-30	1318	1319	1320	1321	1322
10-30	1313	1314	1315	1316	1317
10-30	1308	1309	1310	1311	1312
10-30	1303	1304	1305	1306	1307
11-24	1298	1299	1300	1301	1302
11-27	1293	1294	1295	1296	1297

AUTH. #5642, completed by Dec. 1931, rebuild trucks of 28 cars 1254, 1266-1292, new gears and pinions (old ones retired), change gear ratio from 16:68 to 18:66, "to make balance of roller bearing truck, GE203 cars suitable for operation on same lines with cars now being made one-man." (Note all later records for any GE203 cars show 18:66 gear ratio.)

AUTH. #5669, completed Dec. 1931, "At E.S. car house, raise sprinkler pipes 6 inches on 3 tracks, nos. 22, 23, and 25, to clear new style car doors." (Done later to others, but never to all tracks finally used by button cars.)

AUTH. ~~#5667~~ #5677, 12-16-31, done by June 1932. Car 1327, "experimental development work", move motor rheostat to center location, install sheet metal ducts to convey heat to car, install auxiliary heaters with thermostatic control on platforms....REMOVE PRESENT 23-WATT LAMPS & 94-WATT headlight, install 9 56-watt lamps etc....retire 16 Chromolax strip heaters and wiring.... (This car later differs from others of group).

AUTH. #5617, 8-18-31, marked complete by 6-9-32, REBUILD & REPAINT 50 FRONT EXIT CARS. Group appears actually finished Feb. 1932, no list available to double-check numbers. Interesting note said 1931 budget called for rebuilding of 300 front exit cars, under this auth. "this makes 200 so far this year." Actually 200 get done during the whole year 1931, which is probably what the reference meant. Ten cars under this auth. were done before the end of the year:

12-21	1502	1568*	1651*	1707	1712*	--1707 from 27, with '28 recoat
12-29	1375	1505	1519	1670	1720	

Seats changed so far: in 491 of 500 front exits, plus 14 train motor cars.

RECORTS, and STANDARDS REPAIRED & REPAINTED.
74 RECOATS LISTED 1931, one early 1932. (one FE, one train car)

1- 7	1022	1028	1042	1191	1198	
1- 7	1072	1074	1085			
1-16	896	1229	1236			
1-17	1179					
1-26	979	1015	1206	1220		
2- 4	980					
2- 5	1017	1003	1227			
2-17	1190	1200	1221	1224		
3-16	1209	1236				--1236 also listed 1-16.
3-25	1116	1145	1160	1163	1257	--1116 also listed 5- 5.
3-27	1014	1158	1192	1196		
4-11	1155					
4-13	1118	1119	1123	1162		
4-14	875	1150	1255			
5- 5	1112	1113	1115	1116		
5- 7	1133					
5- 7	1122	1260	1261	1264	1265	
5-23	1117	1120	1121			
5-23	1161	1262	1263			
5- 8	1167	1181	1183			
5-19	1205					
7-15	1174					
7-28	1131					
8- 4	1128					
8-20	1130	1173				
9- 1	1159					
9-11	1147					
10-12	1256	1287				
12- 1	1172					
12- 8	1103					
1-15	1609					

TOTALS 1931, CARS LISTED ABOVE: 200 front exits rehabilitated, 37 cars rebuilt to one-man, one rebuilt to one-man double-end, 74 other cars repainted.

In 1931, Mr. Horace Lowry died, and Mr. McGill became president of the company. The full force of the depression was soon to be felt in the decrease of the company's business.

FRONT EXIT REHABILITATION, 40 cars (completing order of 50.)
*car done 1930, #done 1931, others 1929 unless noted.

1- 4	1377	1384	1521	1528	1625*
1-11	1399*	1494*	1520*	1549*	1653*
1-28	1352*				
1-29	1355	1419	1480*	1481*	1622*
1-18	1404	1406	1482*	1498	1647
1-22	1421	1513*	1523	1626	
2- 8	1407	1409	1585*	1672*	1674
2-13	1420*	1546#	1553	1588	1639*
2-20	1374	1531*	1554	1624*	1636 --1636 last listed 1927.

AUTH. #5752, REHABILITATE AND REPAINT 50 FRONT EXIT CARS. Work started Feb. 4, 1932. Numbers and groups checked with auth. list.

2-18	1517*	1564	1616*	1648*
2-27	1550			

THIS WORK PROGRAM INTERRUPTED FOR FOLLOWING WORK.

15 2000s REBUILT FOR 1-MAN, 2000-2005, 2021-2022, 2024-2030.
Work included new lighting as in 1327.
2000, 2001 have dates listed as if they ~~might~~ may have been rehabs; others have no '32 paint date listed.

AUTH. IN MARCH TO REBUILD 100 CARS TO ONE-MAN.
--Following 13 cars were on original list to rebuild, but were not done because they had K-37 controllers: 1653 1679 1681 1682 1680 1662 1685 1654 1667 1683 1660 1688 1678.
--Selected to replace them were following with K-43 controllers: 1839 1722 1812 1794 1793 1716 1832 1736 1757 1715 1803 1851 1848. Bodies of 1803 and 1848 were both in very bad condition, 1851 was badly damaged, so these three went in for rebuilding in May.
--List of original 100 probably referred to oldest paint dates, but not entirely, as 1839 and 1848 were from 1929 but had not been on first list.
MOST OF 100 CARS ARE ~~FROM~~ FROM 1930 REHABS; *1929 car, #1931 car.

4- 2	1765*	1770	1774*	1786	1834*
4- 6	1710*	1727*	1729*	1802*	1819*
4-12	1669	1675	1760*	1800*	1806*
4-13	1788*	1791*	1816*	1817*	1821
4-29	1717*	1752*	1782*	1805*	1820*
5- 6	1767*	1779*	1789*	1841*	1850*
5-10	1734*	1780*	1807*	1842*	1846#
5-11	1726*	1746*	1792*	1830#	1843*
5-21	1721	1778*	1828	1844	1847#
5-24	1705	1735	1741	1756	1798
6- 2	1733	1737	1738	1840	1853
6- 3	1709	1711	1766	1811#	1813
6-11	1700	1718	1730	1803	1845
6-15	1731	1763	1764	1769	1781
6-23	1702	1743	1772	1797	1851#
6-23	1751	1833	1836	1837	1848*
7- 1	1713	1719	1723	1739	1761
7- 1	1762	1768	1771	1796	1818
7-12	1722	1793	1794	1812	1839*
7-12	1715	1716	1757	1736	1832

FRONT EXIT CAR REHABILITATION RESUMED: last 45 cars of Auth. #5752: q-1928 car, *1929 car, #1931 car, others 1930.

7-22	1130	1274q	1280q	1341	1364*	--Standard 1130 had '31 recoat.
7-23	1271q	1277q	1383	1386	1387	1130's listing positive.
7-30	1254q	1272q	1340*	1372	1396#	--1387 last listed 1927.
8- 1	1282q	1290q	1337*	1382	1398	
8-30	1279q	1336*	1343*	1380*	1397	
9- 1	1267q	1331*	1353*	1381	1388	
9- 2	1268q	1278q	1369	1385	1391	--1369 1385 1391 all '27 cars.
9-13	1289q	1346	1390*	1525*	1532*	
9-26	1366	1368*	1370	1389	1392	

Groups arranged as on auth. list, a couple dates vary otherwise. 1289 card has no '32 paint date but is on auth. list as completed. 1648 is listed done 7-27-32, had been done earlier in group 2-18, possibly in the shops during the one-man car building??

AUTH. #5874, make #1129 one-man double-end, new step and door assemblies, for manual operation, at opposite ends of car, add K-28 controller, put LB-2 device on both controllers, install 10 reversible cross seats (it said) and re-arrange long seats, mastic floors in vestibules, 40 strip heaters and thermostat control, add Crouse-Hinds headlight, new hand brakes, switch rods, skirts, air scrapers gongs and sanders both ends. Note this was ordered as "one 1100-type car". Auth. 7-5-32.

EARLIER AUTH. was to rebuild 1124-1129 for one-man Jackson St. cars. When 1129 was taken for double-end, 1131 replaced it. Note 1130 had just been rehabilitated in July.

AUTH. #5887, 7-25-32, Make # 3 double-end one-man"a/c shuttle service on Merriam Park", "put rear door and step on opposite side of car, 'B' end of car", add K-28 controller at rear end, Crouse-Hinds headlight, etc.

9- 7	1129					
9-16	# 3					
9-16	1124	1125	1126	1127	1128	1131

AUTH. #5904, REHABILITATE & REPAINT 50 FRONT EXIT CARS, work started 9-12-32. Groups below arranged as on auth. list, notes as above group.

10- 7	1275q	1335	1345*	1379*	1395#	--1379 '29 or '31?
10- 7	1333	1344#	1365#	1393#	1394	--Note program for 1300s
10-20	1334#	1354#	1362*	1371	1496	takes many recent rebuilds.
10-20	1291q	1357#	1376	1424	1473#	--1371 last listed 1927.
11- 1	1273q	1281q	1284q	1449#	1489	
11- 1	1270q	1276q	1350*	1448#	1526#	
11-16	1415	1425*	1468#	1492*	1537#	
11-16	1283q	1330*	1358#	1418	1495	
11-30	1347#	1349	1363	1464#	1485	--1349 from '27, & '28 recoat
11-30	1288q	1351	1360	1459#	1472#	

AUTH. #5960, REHABILITATE 50 FE CARS, FIRST 10 DONE IN 1932:

12-17	1269q	1339	1342#	1497*	1503#	
12-27	1285q	1287q	1514	1523	1534#	--1514 from '28 --1523 from early '32

TOTALS 1932: 150 front exit cars rehabilitated, 100 cars rebuilt to standard one-man, 8 rebuilt to special one-man, 15 2000s rebuilt to one-man (2 listed as rehabs), no standard car recoats listed. Of 500 Front Exits needed seat change, 499 now accounted for.

AUTH. #5960 REHABILITATION CONTINUED (10 cars done so far):

q-1928 *-1929 -1930
#-1931 c-1932

1-12	1411*	1436#	1478*	1500	1504#
1-20	1408*	1510	1516#	1562	1592*
1-28	1292q	1352	1458#	1513c	1542
2- 7	1417	1423*	1484	1487*	1509
2-13	1266q	1361	1455#	1457#	1501
2-21	1286q	1460#	1491#	1511#	1555*

TEN CARS LEFT, WORK INTERRUPTED FOR THE FOLLOWING WORK.

AUTH. TO REBUILD 100 CARS TO ONE-MAN.
--This work was planned on the completion of the 100 cars rebuilt in 1932, and on 6-27-32 a list of 100 cars to be rebuilt was made, lowest number 1627, leaving gaps of 22 cars (?) between that and 1854; reason was to get cars that were oldest on list for painting, and list had 6 '29 cars, 39 '30 cars, 55 '31 cars. Same month it was decided that only 1654 and above would be rebuilt, which would give all GE200 cars (first list had 16 cars with GE216 motors); on this list, which was used, were 6 '29 cars, 24 '30 cars, 68 '31 cars, 2 '32 cars, said company list.

Marks changed from above, *1929, #1930, c-1932, none for 1931.

3- 3	1826				
3-29		1809	1825	1835	1849#
3-29	1654*	1655#	1656#	1657	1658
4-11	1706	1707	1708	1712	1714
4-11	1679#	1687	1688#	1689	1690#
4-20	1801	1804	1808	1838	1852
4-24	1823	1824	1827	1829	1831
5- 4	1662*	1682*	1685*	1704#	1744#
5- 4	1680*	1681*	1753#	1759#	1799#
5-16	1663#	1666#	1667#	1668#	1677
5-17	1659	1660#	1661	1664	1665
5-26	1692#	1695#	1697#	1698#	1699#
5-26	1701	1703	1720	1724	1725
6- 6	1686	1691	1693	1694	1696
6-15	1674c	1676#	1678#	1683#	1684
6-16	1670	1671	1672c	1673	1728
6-16	1732	1810	1814	1815	~~1822~~ 1822
6-27	1740	1742	1745	1747	1748
6-28	1754	1755	1758	1773	1790
6-30	1783	1784	1785	1787	1795
6-30	1749	1750	1775	1776	1777

AUTH. TO REBUILD 35 ADDITIONAL CARS TO ONE-MAN. #1930, etc.

8-18	1551*	1552#	1556*	1559*	1548#	
8-21	1538#	1540#	1541#	1543#	1544#	
8-31	1560#	1565#	1566#	1567#	1569*	
9- 1	1570#	1571*	1572*	1574	1598#	
9-13	1577*	1578#	1579*	1580*	1581#	
9-22	1582*	1583#	1587#	1589*	1591#	
9-22	1575	1593*	1594#	1596*	1597#	--1575 '26 car with '27 recoat

FRONT EXIT, 10 REHABILITATED, COMPLETION OF AUTH. #5960. #1930, etc.

10- 5	1403	1474	1547	1561	1563	--1561 a '27 car.
10- 6	1399c	1407c	1477	1481c	1486#	

With 1561 and 1575 here, I somehow get 501 cars for 500 front exits that needed seats like 1254 (train cars excluded from figuring).

RECOATS OF 2000s. The following 12 got recoats in 1933, but the only date given is 9-30 for 2004:
2004 2007 2008 2009 2010 2011 2014 2019 2026 2027 2029 2030

ONE-MAN NOTE of 4-14-33. The first plan for the extra 35 to be rebuilt was to do cars 1619-1653. Company reckoning showed 354 front exit cars left lower than car 1619, "less 140 cars rehabilitated in 1932" left "214 cars". Purpose of figuring unknown. 140 rehabs referred to were those completed by Feb. 1933.

THE 100 ONE-MAN: Auth #6100, dated 6-24-32 with order "Do not do work in 1932". First plan would have included 1627-1635, 1637-1638, 1640-1646, 1649, 1650, 1652, 1654-1668, etc. to 1852.

THE 35 ONE-MAN: Auth #6117, dated 4-13-33, for cars 1619-1653, to have GE216 and K-37 equipment.

AUTH #6054, 3-7-33, put slant sash in #42 window of 151 cars, 1124-1129, 1131, 37 electrics, 31 2000s, 76 cars of 1932 series. Done by Dec. '33.

AUTH #6058, 3-22-32, make whistle valve foot levers for 2000-2030, done by Dec. '33.

AUTH #6212, 11-6-33, Make ice remover for plow #81 (for Mpls.), like one on #82 in St. Paul (utilizing set of brooms). --#6226 (in 1934) changed Snow Plow headlights from arc, replaced by Golden Glow, also added side light boxes.

AUTH #6182, 9-15-33, REHABILITATE 50 "FRONT EXIT CARS".
Same marks, q-1928, *1929, #-1930, none for 1931, c-1932. Groups checked in auth. list.

10-18	1377c	1422*	1453	1479	1505
10-19	1373	1401	1405#	1429	1461
11- 1	1406c	1426#	1434	1435	1456
11- 2	1329	1355c	1371c	1445	1459c
11-13	1374c	1409c	1427	1483#	1493#
11-13	1317	1335c	1348	1419c	1421c
12-30	1308	1338	1404c	1438	1490*

Order completed in early 1934.

RECOATS: STANDARD CARS REPAIRED AND REPAINTED.

11-18	1165	1166	1168	1170	1172
11-18	1173	1176	1177	1178	1179
11-18	1215	1217	1226	1229	

11-9-33: SHOPS ESTIMATED COST OF REPAIR & REPAINT OF 50 STANDARD CARS, but estimate was not sent in, and regular authorization apparently not made. However, above were repainted, and a few more in early 1934.

ONE CAR LOST in 1933, 1006 burned at Nicollet Station.

1933 TOTALS, 75 cars rehabilitated, 135 cars rebuilt to one-man, at least 26 other cars repainted.

The company had 1,044 cars at the beginning of the year.

REHABILITATION CONTINUED: LAST 15 CARS OF AUTH #6182:
Groups checked with auth. lists.

q-1928 *-1929 #-1930
-1931 c-1932 a-1933

1-20	1372c	1400	1418c	1442	1472c
2- 1	1367	1439	1443	1471	1476
2-10	1410#	1413#	1444	1447	1488#

RECOATS: CARS REPAINTED IN EARLY PART OF 1934:

1- 8	1824	
2- 7	1245	
2-15	1250	
2-19	2020	2025
2-27	2006	
3- 1	1243	
3-31	1242	
4- 3	2021	
5-19	2013	

AUTH. #6236, REHABILITATE 50 CARS, work commenced 2-16-34.
Car groups checked with auth. list.

3-10	1369c	1378	1379c	1412#	1432
3-20	1288c	1295	1383	1416#	1431

~~T~~THIS WORK INTERRUPTED FOR FOLLOWING WORK.
REHABILITATION NOT RESUMED UNTIL 1935.

AUTH. TO REBUILD 100 CARS TO ONE-MAN. Marks as above.

3-20	1495c					
4-23	1600	1602q	1603q	1605q	1607#	--Last date for 1600 unknown.
4-30	1609q	1611#	1612#	1613q	1614q	
5- 5	1641#					--This date prob. 5-25.
5- 6	1615#	1616c	1620#	1621#	1626c	
5-16	1496c	1499*	1506#	1507#	1584*	
5-25	1508#	1518#	1535#	1536#		
5-31	1586	1588c	1619q	1645#	1646#	
6-12	1638#	1640#	1643#	1644#	1649#	
6-18	1628#	1629#	1633#	1634#	1635#	
6-28	1522#	1524	1527	1529	1557	
6-29	1533#	1573#	1576	1590	1595	
7- 3	1528c	1531c	1539	1545	1585c	
7- 7	1546c	1549c	1558	1564c	1568	
7-20	1648c	1650#	1651	1652	1653c	
7-28	1465	1466	1467	1469	1470	
8- 6	1475	1479a	1627	1630	1631	
~~8x23~~						
8-14	1519	1520c	1521c	1530#	1550c	
8-23	1494c	1553c	1554c	1639c	1647c	
8-30	1625c	1632	1636c	1637	1642#	
9- 5	1482c	1502	1515	1517c	1599	
9- 6	1480c	1488	1498c	1512		--1488 rehabbed early 1934.
						--Last date for 1512 unknown.

It should be noted that a number of cars NOT made one-man were older than some of those now rebuilt. Perhaps type of motors had some bearing on which were chosen; would those rebuilt be chiefly or only GE216 cars?

Front exit rehabilitation itself, since beginning of all one-man work, is rather strange; high-numbered cars seem to be avoided for rehab.

AUTH #6325, 95 CARS SOLD TO PAPER-CALMENSON, for $120 each. Cars were first taken to Snelling, then to Duluth for delivery at Omaha Railway spur track. Average weight 43,000 lbs. per car. 90 cars had GE67, K-6 equipment, 5 cars had GE70, K-28. 85 cars had Brill '01 and '02 or Bald #1 trucks; 10 cars had TC trucks. The cars:
764, 780-781, 800-802, 806, 809, 814-816, 843, 854-858, 866-867, 870, 878, 880-895, 900-946, 948-950, 953-960.
Delivery of cars to Paper-Calmenson was made in May, June, July. A few cars a day were taken by them at Duluth Station, hauled down the RR a few blocks to their plant, and there burned for the scrap metal.

AUTH. FOR ONE-MAN (already listed), #6238, dated 1-4-34, listed these cars which it had been planned to rebuild:

1493-1496
1498-1499
1502
1506-1508
1512
1515
1517-1522
1524
1527-1531
1533
1535-1536
1539
1545-1546
1549
1553-1555
1557-1558
1564
1568
1573
1576
1584-1586
1588
1590
1595
1600-1653

AUTH. #6470, completed by Dec. 1934: Install Field Shunts in 35 cars 1293-1327. At same time, Auth. #6464, change lights from old 23-watt gatecar arrangement in 36 cars, 1293-1326, 1328, 1854. (These had had only minor changes in lighting when rebuilt. 1327 was first car that had new type button car light arrangements.)

REHABILITATION WORK NOT RESUMED IN 1934, after one-man cars finished.
RECOATS: LARGE PROGRAM OF CAR REPAINTING:

4-21 1292 (other early 1934 work listed previously) 6- 7 813
9- 7 1304 1414 1667 1709 1721 1728 1729 1747 1748 2008
9-13 1229 1263 1305 1704 1710 1735 1742 1746 1767 1800 1700
9-20 1542 1563 1622 1655 1660 1756 1769 1771 1847 2012
9-25 1137 1316 1330 1411 1516 1722 1744 1788
9-28 1452 1463 1555 1705 1846
10- 5 1334 1335 1341 1428 1514 1579 1624
10- 7 1213 1319 1578 1758 1794 1812 1835 1845 1848
10-13 1298 1301 1303 1312 1328 1346 1327 1720 1734 1796
10-19 898 1300 1314 1318 1670 1679 1780
10-21 1307 1308 1322 1724 1760 1810
10-26 1702 1733 1786 1798 1840
11- 2 1311 1315 1659 1752 1797 1843
11- 7 1293 1299 1306 1310 1323
11-15 1574 1666 1682 1687 1759 1768 1770 1781 1804 1830
11-18 1313 1324 1325 1326 1397 1663 1719 1850
11-23 1761 1763 1765 1774 1825
12- 2 1701 1741 1807 1834 1842 1854
12- 6 1266 1290 1688 1696 1703 1708 1753 1772 1849
12-22 1281 1664 1675 1706 1725 1751 1820
12-31 1347 1526 1692 1762 1836

TOTALS 1934: 25 cars rehabilitated, 100 cars rebuilt to one-man; 161 other cars repainted (including 23 FE, 10 standard, 7 2000s.)

NOTE above recoats not in groups as typed up, usual group in shops probably five cars. I combined dates that were very close together.

The company had 949 cars at the beginning of the year. Trailer 225 was scrapped during the year; it had been in fire at Nicollet in 1933.

REHABILITATION RESUMED: AUTH. #6236, 10 cars had been done in 1934. Cars checked with auth. list. A number of rehabs had in error been listed as recoats on the data cards.

1-23	1282	1286a	1291		
2-22	1566a	1691a	1737	1750a	1844
3- 9	1543a	1577a	1581a	1738	1808a
3-12	1541a	1598a	1674a	1803	1841
3-22	1779	1806			
4- 2	1656a	1657a	1684a	1707a	1714a
4- 2	1715	1717	1723	1775a	1777a
4- 2	1778				
4- 9	1704a	1711	1730	1791	1802
4- 9	1809a	1821			
4-15	1662a	1805			

q-1928
*-1929
#-1930
p-1931
-1932
a-1933
j-1934

RECOATS: CARS REPAINTED FIRST PART OF 1935:

1- 7	1276	1289	1764	1773	1811
1-16	1128	1333	1789	1833	
1-23	1686	1726	1815	1851	
1-28	1560				
2- 4	1678	1689			
2- 8	847	876			
2-12	1816				
2-25	897	1283	1375	1387	
2-28	1337	1509			
3- 4	1331	1551	1790		
3-16	1654				
4-13	1478	1795			
4-15	1661				
4-20	1364				
4-24	1257				
4-27	# 3				
5- 6	1131	1256			
5-16	# 4				
5-25	1460				
5-29	1340				
5-30	1125	1461			
6- 1	2015				
6-18	1490	1602			
6-24	1371	2002			
6-25	1271	1343			
6-25	1583	1585			
6-25	1814				
6-30	1593				

AUTH. #6607, REHABILITATE 50 CARS, work commenced 4-1-35.

4-15	1749a	1822a	1837			
4-23	1556j	1594a	1736	1766	1817	
4-30	1565a	1569a	1587a	1763	1818	
5- 7	1582a	1743	1793	1828	1852a	
5-23	1553j	1557j	1669	1782	1832	--see note below.
6- 1	1716	1727	1731	1801a	1840	
6- 1	1571a	1658a	1755a	1769	1823a	

THIS WORK PROGRAM INTERRUPTED FOR WORK ON NEW ONE-MAN CARS.

Note on cars 1553 and 1557 listed rehabilitated May 23: the auth. list that followed completion of this work said these two cars in this group were 1853 and 1757 (both 1932 cars). But the data card records show 1553 and 1557 done. Wherever the error was, and whichever cars were done, the history of the four cars thereafter is as if 1553 and 1557 were the two rebuilt at this time.

AUTH. #6500, REBUILD 100 CARS TO ONE-MAN, dated 12-15-34, but first cars were out in June 1935. --Under first plan, the 100 cars would be from 1336-1624 group. --51 of the cars were to be from 1415-1624, and those 51 were actually rebuilt; they would have #6 or #8 trucks, GE216 motors. --49 cars were to have #5 trucks, GE213 motors, and were to be cars from 1336-1408. Some of these were rebuilt, but 31 old standard cars were rebuilt instead of the following 31 front exit cars: 1336-1337, 1340, 1342-1345, 1347, 1349-1354, 1356-1366, 1368, 1370, 1375-1376, ~~1380-1382~~ 1380-1381, (Rebuilt as planned were ~~1383~~ 1382, 1384-1398, 1402, 1408.) --The 49 cars from 1219-1408 each now got two new 8 1/2" brake cylinders, placed on most other button cars later.

Marks on most recent rehab: None given here for 31 old standards; others q-1928 *-1929 #-1930 p-1931 -1932 a-1933 j-1934

6-18	1227	1236	1237	1244	1245	
6-27	1408a	1430p	1433p	1454p	1501a	
7- 2	1402p	1424	1441p	1451p	1462p	
7-17	1417a	1440p	1489	1492	1534	
7-25	1608q	1610q	1617#	1618#	1623p	
7-31	1382	1385	1391	1393	1398	
8-13	1601q	1604#	1606q	1622	1624	
8-23	1437p	1446p	1448	1450p	1485	
8-29	1415	1420	1425	1449	1497	
9-10	1513a	1523	1525	1526	1532	
9-18	1464	1468	1473	1511a	1537	
9-28	1503	1504a	1505a	1509a	1510a	--Note 1509 was Feb. recoat
10-18	1392	1394	1395	1396	1397	
10-19	1389	1390	1561a	1562a	1592a	
10-29	1222	1384	1386	1387	1388	--Note 1387 was Feb. recoat
11- 6	1239	1241	1243	1246	1247	
11-18	1249	1250	1251	1252	1253	
11-30	1225	1228	1229	1233	1242	
12- 3	1226	1235	1238	1240	1248	
12- 6	1219	1220	1221	1223	1224	

REHABILITATION RESUMED UNDER AUTH. #6607 (33 cars done so far).

12-20	1434a	1471j	1476j	1486a
12-26	1342	1356#		
12-28	1439j			

FINAL TEN CARS COMPLETED IN 1936.

RECOATS: REPAINTING OF CARS IN LAST PART OF 1935.

7- 1	1681				
7-20	2024				
7-23	1350	1580			
7-25	2022				
8- 2	1332	1352	1487	1685	
8-15	1357	1377	1401		
8-17	2023				
8-30	1148	1369	1612	1699	1740
8-31	2001				
9-18	1184				
9-18	1458	1459	1570	1680	1792
9-24	1124				
9-30	2003				
10- 3	1320	1359	1406	1477	
10- 5	2016	2017			
10- 7	1445	1596	1677	1745	
10-30	1278	1372	1378	1496	1762
11-12	1273	1419	1431	1432	1435
11-12	1563				

1169

At 11-12, plan was being made for using "some 30 1100s" during the coming winter; see notes on trucks and motors, these standards equipped with #8 - GE70 equipment. Truck change was planned for, but no painting is listed for, 1160 1171 1185 1186 1187. Note 1184 was painted in September. Five just mentioned might not have been used, ?? - Blueprint about their trucks listed 35 cars, said plan was to use "some 30", and 30 got paint jobs, plus two Jackson spares.

11-21	1269	1358	1484	1609	1668
12-10	2018				
12-10	1173	1178	1182	1183	1188
12-13	1137	1138	1166	1167	1168
12-15	1174	1175	1176	1177	1179
12-15	1180	1181	1190	1191	1192
12-18	1170	1206	1207		
12-20	1189	1208	1209	1210	1211
12-20	1213	1214	1216		
12-20	1279				
12-27	1542				

TOTALS 1935: 100 cars rebuilt to one-man; 80 cars rehabilitated (of which 10 were front exits, rest button cars); and 140 other cars listed repainted, (including 46 front exits, 12 lightweights, 4 Jackson 1-man, 38 miscellaneous old standards.)

The company had 948 cars at the start of the year.

REHABILITATION CONTINUED: Last 10 cars of Auth. #6607.

1- 7	1274	1416j	1418j	1444j	1483a
1-13	1267	1351	1353	1422a	1423a

*-1929 -1932
#-1930 a-1933
p-1931 j-1934

AUTH. #6721: REHABILITATE 50 CARS.
Note, lightweights not marked as to previous rebuilding; this is the first time lightweights were done in any regular rehabilitation program. Following 50 car numbers checked with auth. list of cars done.

1-20	1344	1354	1363	1426a	1427a
1-27	1292a	1348a	1409a	1432j	1474a
2- 4	1410j	1414*	1421a	1453a	1493a
2-10	1283	1338a	1405a	1438a	1443j
2-15	1611j	1850			
3- 5	1290				
3-17	1718	2010			
3-24	1831a	2009			
4- 4	1293p	1294p	1296p	1297p	1302p
4-19	2005	2007	2012	2019	2020
4-24	1332p	1336	1337	1428p	1463p
5- 2	1675	1752	1770	1819	1826a
5- 7	1271	1272	1360		

IN MAY, JUNE, JULY, 173 old passenger cars were sold to Paper Calmenson and Co. to be burned for scrap.

IN SEPT, the company scrapped 1610 and 1629 after their collision. In Oct, 1134 was rebuilt to Supply Car #95.

REHABILITATION CONTINUED: OF THE NEXT 100 CARS: I do not have next authorization lists, but I have one for 1937 for 50 cars, which appears to follow two orders of 50 cars each. --I calculate that 82 cars were done as follows in 1936, until interruption to build new one-man cars, and that the remaining 18 were finished in May and June 1937. I am short painting date for one car to make 100 cars, and assume this is car 2004 which I add to 8-17 group; like other lightweights done in 1936, it is rehabilitated (again) in 1941.

5- 7	1358	1359p				
5-13	1285	1295p	1329a	1399a	1833	
5-18	1298p	1299p	1300p	1303p	1304p	
6- 8	# 2	2006	2011	2016	2027	
6-12	1254	1273	1275	1380	1457a	
6-26	1276	1278	1281	1286	1287	---1286 was done in 1935.
7- 1	1268	1339	1349	1364	1366	
7- 5	2013	2014	2015	2017	2029	
7-11	1345	1346	1347	1368	1370	
7-17	2008	2021	2022	2028	2030	
7-25	1311p	1318p	1323p	1328p	1333	
7-31	1705	1713	1721	1729	1734	
8- 8	1712a	1746	1780	1800	1820	
8-17	# 4	2000	2001	2004	2023	
8-21	1700	1702	1747a	1785a	1816	
9- 5	1313p	1316p	1376	1407a	1456a	
9- 5	1495j	1517j	1540a	1637j	1695a	

AUTH. #6914, INSTALL REAR END CONTROL in 562 one-man cars (including planned cars 1166-1218). Dated 9-8-36, after experimental work had been done in 1324. All completed by Dec. 1937; 560 cars actually done, as Auth. ~~#6923 of~~ #6908 of 9-11-36 called for scrapping of 1610 and 1629. (Their #9 GE200 trucks saved; under same auth, work car # 12 was retired and burned, and its #7 GE67 trucks sold to Paper-Calmenson.) Auth. #6923, 9-30-36 and complete by same December, put glass front frost shields on 568 one-man cars and 40 snow plows and work cars. (Extra 6 cars for frost shields, perhaps both ends of 3 DE cars?)

AUTH. TO REBUILD 30 STANDARD CARS TO ONE-MAN. (Using one date for each grou

11-20	1191	1192	1195	1196	1197
11-25	1193	1194	1198	1199	1200
11-26	1186	1187	1188	1189	1190
12- 6	1201	1203	1205	1206	1207
12-16	1208	1209	1210	1211	1213
12-24	1214	1215	1216	1217	1218

RECOATS: CARS REPAINTED IN 1936:

1- 8	1813			
1-30	1465	1840		
2- 4	# 1			
2-10	2022			
3- 9	1815			
3-15	1588			
3-21	1732			
5-16	1500	1578	1591	1634
5-16	1655	1790	1835	
5-18	1491	1528	1547	1564
5-18	1572	1613	1665	1783
5-20	1373	1469	1644	
5-20	1720	1759	1796	
6- 8	1671	1708	1751	1829
6-11	1149			
6-11	1479	1573	1585	1709
6-13	1548	~~1692~~	1693	
6-18	1314	1579	1737	1795
6-19	1508	1515		
7- 9	1590	1661	1754	1784
7-22	1507	1539	1554	1774
7-27	1620	1672		
8- 8	1472	1481	1544	1665
8-18	1499	1789		
8-20	1279			
8-30	1365	1627	1787	1843
9- 4	1560	1605	1641	1723
9- 5	1546	1692	1698	1719
9- 9	1270	1367	1663	1683
9-14	1331	1374	1576	1722
9-16	1306	1589	1811	1814
9-21	1400	1648	1654	1765
9-28	1478	2002	2003	
9-30	1305	1667	1670	1853
10-12	1381	1475	1730	1803
10-14	1535	1552	1583	1701
10-19	1568	1621	1625	1731
10-23	1341	1361	1447	
10-27	2025			
12-19	847			
12-26	1404	1451	1455	1635
12-31	# 3	1277	1530	

(All dates copied exact.)

TOTALS 1936: 142 cars rehabilitated, 30 cars rebuilt to one-man, 122 other cars repainted.

ON OCT. 10, 1936; MR. STROUSE BECAME PRESIDENT, succeeding Mr. McGill. Strouse started out with 772 streetcars, ended with 777 thirteen years later.

REBUILDING OF 20 STANDARD CARS TO ONE-MAN.

1-16	1166	1169	1170	1171	1181
2- 1	1167	1168	1172	1173	1174
2-19	1175	1176	1177	1178	1180
3-17	1179	1182	1183	1184	1185

AUTH. #7068, dated 4-6-37, completed by Dec. 1937. Buy and rehabilitate 80 second-hand GE203 motors (71 GE203Q, 9 GE203A) and 20 second-hand K-35 controllers. ~~Sx~~ Buy 20 field shunting equipments. Rehabilitate 40 #8 trucks, rebuild ~~for~~ with Hyatt roller bearings. This for 1166-1185.

REHABILITATION RESUMED.

---See notes on 1936 rehabilitation and calculations to arrive at groups of 50 cars each in rebuilding authorizations.

---FROM ABOUT THIS TIME ON, a much more regular rotation is followed in select which cars will be rebuilt. Previously there seemed to be a hit-and-miss method, with some cars getting rebuildings only a year or two apart, while others waited many years. Now for a couple years, rehabs come from 4, 5, or 6-year-old cars, and soon an orderly rotation of every five years is set up.

---Five gatecars present a problem, 1372 1383 1447 1476 1486, not rehabilitated between 1934-1935 and 1941 (although repainted during that period); there is some chance the painting dates were not recorded on cards in '36 or '37, but very likely my records as shown below are complete.

REHABILITATION: 18 CARS OF GROUPS BEGUN IN 1936.

~~5-15~~	~~1284c~~	~~1330c~~	~~1334c~~		
5-15	1284c	1350c	1355	1379j	1429
5-29	1288j	1330c	1334c	1344#	1411
6-14	1331c	1343c	1352c	1357c	1487
6-25	1471*	1481	1484		

p-1931 -1933
c-1932 j-1934
*-1935
#-1936

AUTH. #7080, REHABILITATE 50 CARS, dated 5-1-37, complete by Dec. '37.

---These 50 car numbers are from the authorization list. Data cards were not kept up on these; 7 actual dates were listed, 15 other cars were listed done in July, the others were not listed at all.

6- 3	1289c	1477			
7-15	1269c	1270c	1279c	1362c	1542
July	1266	1277c	1341c	1361	1365c
July	1374	1378j	1381c	1419	1435
July	1478	1491	1500	1516	1555
--?-	1280c	1335	1371	1375p	1401
	1406c	1436	1445	1452p	1455
	1458	1459	1460	1461	1547
	1310p	1312p	1315p	1320p	1321p
	1324p	1325p	1326p	1654	1655
	1327p	1854p	2026		

--first rehab for 2026.

FURTHER REHABILITATION. I saw no later authorization lists, but the dates and car groups present no problems.

11-10	1305p	1319p			
11-23	1301p	1309p	1314p	1792c	2018
12- 7	1306p	1307p	1340c	1442j	1765c
12-17	1760c	1774c	1786c	1789c	1846c

--first rehab for 2018.

RECOATS: CARS REPAINTED IN 1937:

1- 5	1335	1467	1492	1690
1- 7	1280	1485		
1-11	1726	1818	1836	
1-15	1639	1764		
1-21	1615	1707	1808	
1-26	1452	1756	1767	
1-28	1375			
1-29	1436			
1-31	1637			
2- 4	1533			
2- 9	1383			
2-12	1403			
2-18	1807			
3- 1	1632			
3- 3	1128	1594		
3-10	1317	1725	1775	
3-17	1529			
3-24	1626			
3-26	1739	1766	1809	
3-27	1582			
4- 1	1230	1412		
4- 2	1577			
4- 7	1550			
4- 9	1744			
4-15	1127	1413		
4-28	1558			
5-12	1647			
5-15	1776			
5-20	1825			
5-26	1125	1437	1542	
6- 3	1549	1616		
6-11	1224	1543	1728	1834
6-18	1322	1518	1710	
6-30	1424	1433	1538	1596
6-30	1628	1704	1786	1791
7-10	1699			
8-23	1437	1494		
8-24	1136			
8-31	1758	1777		
9-13	1138			
9-14	1827			
11-16	876			
11-26	1649	1680	1706	
12- 6	1408	1763	1783	
12-20	1602	1671	1714	1732
12-30	1652			
12-31	1237	1691	1737	

CAR 1699 WAS SCRAPPED in Sept. after its August wreck.

TOTALS 1937: 85 cars rehabilitated, 20 cars rebuilt to one-man, and 90 other cars repainted.

TCRT SHOP RECORDS 1938

There were 771 streetcars at the beginning of the year.
In June 33 old standard cars were burned, including most of the Tonka and Stillwater cars. In Sept. 1261 was made into Rail Grinder #96.

146 CARS WERE REHABILITATED. During this work, the four Campus cars 1146-1149 were rebuilt with front exits. The first three steel side cars were turned out (marked "T" when steel sides were added, and "t" when later work was done to the car.)
--Marks for previous rehab: not considered for 1146-1149; not marked for five lightweights getting first regular rehabilitation; and

p-1931
c-1932
-1933
j-1934

1- 3	1149	1709c	1797c	1798c	1807c	
1-20	1735c	1756c	1762c	1767c		
1-27	1726c	1741c				
1-31	1148	1851c				
2- 9	1686	1772c	1843c			
2-24	1751c	1813c	1842c			
3- 8	1147	1733c	1753	1830c		
3-22	1693	1839c	1847c			
3-31	1722c	1757c	1761c	1764c	1771c	
4-15	1580	1685	1768c	1811c	1812c	
4-27	1146	1781c	1796c	1845c	1848c	
5- 9	1678	1719c	1794c	1810	1853c	
5-20	# 3	1373	1560	2002	2003	
5-31	1668	1676	1687	1690	1724T	---first steel-side car
6-15	1593	1688	1689	1739c	1815	
6-25	1403	1404	1490	1773	1849	
7- 7	1672	1682	1697	1698	1829	
7-18	1322p	1720	1748	1784	1799	
7-28	1317	1559	1666	1701	1759T	
8- 9	1377	1563	1836c	2024	2025	
8-24	1575	1660	1708	1754	1758	
9- 3	1308	1579	1597	1683	1787	
9-16	1548	1570T	1578	1673	1788c	
9-26	1572	1663	1670	1804	1838	
10- 4	1551	1589	1591	1728	1742	
10-16	1574	1664	1665	1740	1790	
10-27	1552	1659	1667	1703	1824	
11- 4	1661	1677	1694	1710c	1783	
11-16	1538	1544	1567	1583	1835	
11-26	1696	1732	1776	1814	1825	
12- 8	1522j	1527j	1558j	1576j	1588j	
12-20	1475j	1502j	1507j	1524j	1651j	

RECOATS: 178 CARS REPAINTED IN 1938.
When the huge summer program was getting under way, my records near end of July show that North Side alone had about 20 cars at the shops for repaint or rehabilitation.

1- 3	1531	1822			
1-18	1483	1528	1640	1743	
1-20	1613	1614			
1-29	1236	1505	1532	1630	
2- 5	1430	1750			
2-21	1220	1504	1569	1581	
3- 7	1240	1565	1566	1674	
3-19	1736	1738	1821	1823	
3-31	1235	1612	1684	1793	
4-11	1208	1425	1473	1801	
4-21	1509	1520	1607	1844	
5- 5	1444?	1453	1525	1727	
5-13	1229	1291	1426	1669	
5-24	1222	1372	1598	1769	
6- 7	1427	1496	1711	1802	
6-22	1358	1422	1438	1641	
6-27	1519				
7- 5	1239	1476	1556	1809	
7-15	1247	1498	1715		
7-18	1526	1571	1623	1803	
7-22	1530	1599	1653	1766	
7-23	1369	1480			
7-27	1524	1606	1619	1638	
7-29	1501	1502	1586	1588	
7-29	1620	1651	1832	1852	
8- 1	1367	1441			
8- 2	1749	1837			
8- 3	1431	1465	1618	1632	
8- 5	1221	1412	1454	1646	
8- 9	1394	1499	1514	1755	
8-11	1223	1447	1553	1805	1841
8-12	1587				
8-15	1529	1617			
8-16	1479	1636	1658		
8-18	1238	1489	1503	1510	
8-22	1486	1497	1523	1657	
8-24	1482	1488	1573	1595	
8-26	1467	1584	1615	1639	
8-29	1466	1469	1634	1635	
8-31	1470	1536	1605		
9- 3	1472	1508	1521	1554	1650
9-15	1274	1354	1421	1443	
9-26	1353	1359	1405	1493	
10- 7	1271	1440	1562	1675	
10-19	1409	1414	1451	1729	
10-29	1252	1273	1577	1806	
11- 7	1248	1363	1474	1611	
11-21	1228	1233	1462	1468	
11-30	1407	1410	1416	1432	
12-13	1225	1656	1840	2011	
12-23	1360	1386	1439	1446	

The company started off the year with 737 cars. In April, 16 old standards and the 6 Jackson one-man cars were burned.

39
145 CARS WERE REHABILITATED. Steel sides were added to ~~XX~~ cars, "T".
37

c-1932
a-1933
-1934
*-1935

1- 4	1596a	1706a	1744a	1795a	1827a
1-16	T1679a	1680a	1681a	1725a	1745a
1-25	1519	1536	1671a	1692a	T1834c
2- 6	1219*	1244*	1537*	1818*	1828*
2-6	1282*				
2-16	1550	1564	1565*	1642	
2-28	1635	1638	1645	1648	1653
3- 9	1499	1546	1620	1639	1646
3-18	1480	T1506	1586	1636	T1822*
3-29	1470	1482	1488	1530	
4- 7	1535	T1545	1613	1614	1647
4-19	1494	1521	1612	1650	1707*
4-29	T1529	1533	1568	1615	T1763*
5-10	1603	1605	1616	1619	1621
5-19	1626	T1627	1633	1634	1643
6- 2	1465	1466	1467	1584	1609
6-15	1479	T1515	1520	T1543*	T1628
6-27	T1518	T1631	T1640	1649	1658
7-24	1498	1508	T1539	1599	1632
8- 9	T1469	T1541*	T1714*	1755*	1806*
8-22	1598*	1717*	1727*	T1775*	T1791*
9- 2	1549	T1715*	1801*	1802*	T1821*
9-15	1736*	1750*	T1793*	1809*	1832*
9-27	T1581*	1585	1805*	T1837*	
10-10	1617*				
10-10	T1528	1531	T1573	T1595	1652
10-20	1554	1602	T1630	1644	

In November, # 4 was made into a double-end car, (not a rehab).

11- 7	T1496	T1590	T1607	1625	1641
11-24	1367	1369	1412	1472	T1769*
12- 9	1400	1413	1431	1514c	1594*
12-22	1439*	T1569*	T1691*	T1723*	T1743*

Dates unknown: 1494 1600

RECOATS: 175 CARS REPAINTED IN 1939.

1- 4	1267	1356	1608	2004	
1-10	1339	1557	1775	1778	
1-12	1364	1368	1428	1457	
1-13	1268	1290	1292	1300	
1-17	1380	1399	2020	2023	
1-19	1355	1361	2000	2006	
1-21	1253	1388	1662	1791	
1-24	1511	1561	1779	2005	
1-26	1203	1275	1297	1415	2007
1-31	1303	1418	1817		
2- 3	1387	1395	1449	1485	
2- 7	1366	1384	1723	2009	
2-10	1188	1243	1594	1777	
2-14	1201	1392	1456	1492	
3- 2	1342	1396	1424	1450	
3- 6	1285	1398	1731	1826	
3-10	1389	1390	1437	1808	
3-14	1245	1249	1251	1417	
3-18	# 1	# 2	1601	2014	
3-22	1382	1624	1705	2019	
3-27	1393	1484	1716		
3-30	1241	1294	1381	1391	
4- 4	1230	1704	1749	1782	
4- 6	1190	1250	1272	1831	
4-13	1302	1318	1463	1517	
5-15	2029				
5-18	1189	2017			
5-19	1293				
5-25	1186	2016			
6- 1	1321	1487			
6- 5	1760				
6- 6	1129				
6- 8	1200				
6-10	1735				
6-12	1291				
6-20	1752	1850	2021		
6-23	1189	1242	1278	1328	
6-30	1385	1622	1709	2001	2022
7-15	1281	1397	1501		
7-21	1226	1336	1337	1721	
7-22	1631				
8- 3	1296	1423	1770		
8-11	1370	1376	1383		
9- 3	2027				
9-12	1217	1290	1434	1700	
9-20	1372	1684	1730		
10-12	1354	1363	1401	1418	
10-17	1416	1453	1455	1555	
10-18	1419	1532			
10-20	1459				
10-30	1426	1559			
11-10	1173				
11-25	1364				
11-27	1198	1456			
11-28	1405	1414	1438	1444	
12-14	1214				
12-22	1542	1547	1757		
12-26	1283				
12-27	1292	1422			
12-28	1753	1833			

TCRT SHOP RECORDS 1940

The year began with 715 cars on the system. Two button cars were scrapped: 1674 burned in the shops in Feb, and 1179 ~~ax~~ in Dec. after a collision.

150 CARS WERE REHABILITATED. Steel sides were added to ~~65~~ 67 cars. All these cars last rehabbed in 1935, except #-1936.

1- 9	1356	1464	1513	T1566	T1779
1-20	1731	T1749	T1777	T1782	T1817
2- 3	T1557	T1582	T1656	1662	T1778
2-14	1669	1730	T1737	T1766	T1852
2-23	1223	T1402	1657	1711	1738
3- 6	1454	1556	1608	T1803	T1841
3- 6	1844				
3-16	1229	1503	1716	1823	

1674 probably belonged to the following group. Work on 1674 commenced Feb. 23. The car caught fire Feb. 27, and had to be destroyed.

3-26	1226	1510	1684	T1808	
4- 5	1395	T1553	T1618	1623	T1704
4- 5	1840				
4-16	1221	1222	T1501	1511	
4-29	1228	1238	1241	T1577	T1587
5- 9	T1237	1384	1505	T1534	T1571
5-21	1236	1243	1251	T1424	T1592
6- 4	1220	T1227	T1396	T1441	1523
6-13	1246	1252	1430	1509	T1718#
6-24	1225	1253	1433	1489	
7-22	1250				
7-22	1300#	1389	1391	T1451	1526
8- 2	T1245	1248	1425	1448	1473
8-14	T1235	1388	T1417	T1497	1816#
8-27	1385	1387	1440	T1504	T1831#
9- 9	1242	1386	T1408	T1415	T1462
9-19	T1224	1449	1450	T1606	T1624
10- 1	1420	1446	T1468	T1562	1850#
10-11	1239	1240	T1247	T1394	T1398
10-23	1233	1249	1392	1437	T1492
11- 5	1393	T1397	T1485	1532	1604
11-18	T1203#	T1210#	1525	T1561	T1622
11-29	1198#	T1200#	T1712#	T1721#	1820#
12-16	1187#	T1209#	T1540#	T1705#	T1800#
12-31	1194#	T1675#	T1702#	1780#	T1826#

Date unknown for 1390

RECOATS: 91 CARS REPAINTED IN 1940.

1-12	1183				
1-20	2007				
2-14	2003	2018			
2-26	1733				
2-27	1663				
3- 1	1218	1325			
3- 3	1606				
3- 7	2002				
3-14	1304				
3-19	1176	1668			
3-20	1839				
3-27	1169				
4- 4	1560	1781			
4- 5	# 3				
4-16	2000	2030			
4-18	1314	1507			
4-22	1407	1495	1810	1853	
5- 2	1274				
5-15	1355				
5-17	1379	1457	1524	1807	
5-20	1331				
5-27	1179	1814			
5-28	1688	1776			
6-12	1747	1812			
6-27	1719	1761			
6-28	1726	1751			
7- 8	1275				
7-11	1655	1722			
7-30	1299	1843			
7-31	1196	1319			
8- 7	1727				
8-22	1317				
8-31	1794	1818			
9-10	1488				
9-11	1847				
9-18	1410	1432	1642		
9-28	1550	1565	1756		
10-14	1654	1709	1739	1771	1836
10-24	1748	1764	1811	1846	
10-29	1149				
10-30	1538	1813			
11-22	1168	1171	1175	1567	
11-22	1677	1758	1825	1835	
12-11	1480	1482	1786		
12-19	1635	1653	1666		
12-20	1315				
12-31	1531	1593			

There were 713 streetcars at the first of the year. In October, the Campus cars 1146-1149, and the five old double-enders (800s) were scrapped. That December, the United States got in the war, and as long as it lasted, Twin City Lines had 704 streetcars, of which 700 were in regular normal use (discounting spare car #4, and #3, 1129, 1136.)

140 CARS WERE REHABILITATED. Steel sides were added to 22 cars. All were last rehabilitated in 1936, unless marked

j-1934
*-1935
a-1937

1-14	T1294	1303	T1311	1363	1434*	
1-27	2004	2014	2015	2019	2022	
2- 7	2001	2007	2011	2017	2029	
2-20	2005	2008	2009	2010	2028	
3- 4	2013	2016	2021	2023	2027	
3-19	2000	2006	2012	2020	2030	
4- 1	1281	1360	1447j	1456	1486*	
4-15	1273	1290	1291*	1372j	1414	
4-26	1346	1347	1364	1383j	1476*	
5- 8	1345	1348	1416	1438	1483	
5-20	1380	1427	1453	1474	1477a	
6- 3	1292	1349	1358	1368	1493	
6-16	1268	1405	1426	1421	1428	
6-24	1376	1409	1418	1429a	1457	
7-28	1293	T1302	1323	T1637	T1729	
8- 7	T1304	T1611	1713	1734	T1833	
8-19	1190	1192	T1215	1216	T1785	
8-30	T1208	T1211	1213	1296	1747	
9-12	1205	1206	T1207	1746	T1819	
9-25	1188	T1197	T1201	T1218	1295	
10- 7	T1328	1382*	T1495	1517	T1695	
10-17	1186	1199	1298	1299	1700	
10-30	1214	1297	1313	1316	T1318	
11-11	1195	T1217	1272	1359	1601*	
11-26	1254	1283	1342*	1351	1370	1443 (One of these should be in next group. For 1463, data card also had 11-26, but 12-9 was painted on car.) (Date 11-22-41 painted on 1370, 1443).
12- 9	1366	1422	1444	1463		
12-20	1267	1278	1353	1354	1423	
12-31	1274	1276	1287	1333	1399	

RECOATS: 110 CARS REPAINTED IN 1941.

1- 2	1406				
1- 9	1572				
1-29	1491	1676	1710		
1-30	1361	1403	1471		
2-13	1530	1591			
2-25	1180	1645	1647		
2-28	1673	1683	1815		
3- 7	1765	2025			
3-12	1774				
3-27	1352	1374	1619		
3-31	1559				
4-18	1177	1375	1706		
4-21	1279	1578	1854		
4-26	1672	1772			
5- 5	1701				
5- 9	1586	1597	1616	1741	
5-12	1362	1371	2026		
5-19	1377	1522	1686	1768	
5-23	1321	1325	1760	2002	
5-29	1546	1579	1589	1853	
6- 3	1436	1481	1484	1491	
6-10	1174	1478			
6-11	1536	1633	1634	1703	
6-19	1404	1651	1735	1842	
6-24	1490	1668			
7-28	1435	1487	1500	1688	
7-31	1698	1767	1789	1830	
8- 5	1355	1419	1455	1516	---1516 also listed Dec. 6
8-16	1560	1620	1784	1824	
8-27	1614	1740	1807		
8-30	1583	1641	1697	1804	
9- 2	1305	2003			
9-13	1172	1173	1357	1547	
9-16	1694	1732	1776	2024	
9-29	# 3	1466	1594	1663	
9-30	1671	1681	1708	1796	
12- 6	1516	1570t	1799	1843	---first recoat of a steel car
12-10	1390	1479	1588	1638	
12-19	1437	1660	1781	1814	

5 FRONT EXIT CARS WERE REBUILT TO ONE-MAN, AND 142 OTHER CARS WERE REHABILITATED. Most were 1937 cars; others, #-1936, *-1938

Steel sides added to 17 cars.

1-16	1271#	1285#	1329#	1338#	1339#	
1-28	1266	1275#	1331	1350	1407#	
2-10	1401	1411	1452	1460	1555	
2-25	1365	1379	1406	1445	1542	--1379 also listed Oct. 30.
3- 5	1289	1336#	1410#	1432#	1484	
3-16	1269	1286#	1355	1362	1374	
3-26	1335	1337#	1381	1471	1481	
4- 7	1332#	1378	1442	1459	1461	
4-20	T1176	1183	1654	T1655	1770	
4-30	1174	1177	1184	1189#	1191#	

FIVE CARS REBUILT TO ONE-MAN:

5-13	T1487	T1490*	T1491	T1500	T1516	
5-23	1193#	1196#	1321	1765	1786	
6- 3	1175	1309	1327	1760	1789	
6-12	1173	1181	1319	T1326	1846	
6-20	1172	1185	1306	T1312	1774	
7-16	1168	1169	1178	1314	1792	
7-27	1166	1180	1182	T1315	T1325	
8- 5	1170	1324	T1752#	2018	2026	
8-15	1167	1301				
8-24	1288	1341	1352	1419	1458	
9- 1	1280	1330	1344	1371	1435	
9-12	1357	1361	1403*	1404*	1563*	
9-15	# 1	# 2#	# 4#			--First rehab listed for # 1.
9-23	1171	1305	1310	T1854		
10- 3	1307	1709*	1762*	T1797*	1798*	
10-12	1284	1375	1377*	1455	1478	
10-21	1277	1334	1373*	1436	1547	
10-30	1270	1279	1340	1343	T1838*	
11-10	1522*	1578*	1690*	1710*	1790*	
11-27	T1317*	1682*	T1720*	1722*	1812*	
12-16	1230					--Last rehab for 1230 was 1931; it had rc '37, sc '39.
12-24	1693*	1741*				

RECOATS: 219 CARS REPAINTED IN 1942.
Note, in listing recoats I have not differentiated between "rc" complete recoat, and "sc" sides coated. Before this "rc" was probably most common; in '42 and '43, "sc" is most common. --One car had four repaint jobs between five-year rehabilitations, some cars had none.
RECOAT OR REHAB: Following three cars are listed as if rehabilitated, and do fit with rehab dates in 1942:

8- 5 2006
8-15 1302 1304 For history, all three are in '41 & '46 work.

1- 2 1373 1384 1745 1823
1- 5 1620
1- 8 1413
1- 9 1243
1-14 1701
1-15 1412 1529t 1739
1-20 # 4
1-29 1766t
2- 2 1507 1551 1613 1836
2-11 1251
2-12 1632 1764 1847
2-16 1501t
2-25 1795 1811
3- 2 1440 1488
3- 4 1664 1723t
3-25 1527 1531 1603 1670
3-25 1726
4-11 1482 1659 1661 1845
4-24 1678 1689
4-25 1643
4-23 1753 1809 1815
5- 1 1567 1584 1608 1748
5- 9 1236 1692
5-15 1666
5-20 1810 1825
5-23 1576 1628t
6- 1 1494 1730
6- 3 1437
6- 5 1744
6- 8 1575
6-11 1568
6-15 1223
6-17 1731
6-22 1502 1564 1626 1676
6-26 1598 1783 1828
6-29 1248
7- 7 1226
7- 9 1742
7-10 1548 1727
7-20 1544 1609
7-21 1454 1844
7-29 1498 1538 1635 1802
7-30 1198

8- 1 1594 1691t 1771
8- 3 1656t
8- 6 1489 1628t
8- 7 1653 1684
8-12 1309 1448 1535 1543t
8-17 1253 1395 1480
8-18 1530
8-21 1657 1662
8-25 1652 1827
8-28 1240 1464 1716 1749t
9- 2 1537 1553t 1585 1605
9- 8 1631t 1779t 1806
9-12 1238 1627t 1646 1801
9-16 1250 1391 1640t 1717 1820
9-17 1807
9-22 1392 1520 1615
9-25 1222 1644 1645 1711 1840
9-29 1616 1625 1818
10- 2 1499 1539t 1565 1648
10- 8 1533 1596 1623 1647
10-12 1549 1582t 1793t
10-16 1241 1566t 1602 1782t
10-21 1393 1402t 1556 1636 1736
10-24 1528t 1639 1649 1738
10-29 1252 1356 1669 1777t
11- 3 1508 1558 1612 1835
11- 6 1511 1757 1837t
11-10 1194 1554 1581t 1630t
11-13 1219 1475 1658 1706 1737t
11-18 1571t 1714t 1743t 1841t
11-21 1385 1513 1557t 1665
11-25 1225 1618t 1672 1808t
11-27 2001
12- 1 1229 1524 1773 1843
12- 4 1503
12- 5 1237t
12- 8 1505 1821t 2030
12- 9 1512
12-10 1441t
12-12 1388
12-14 1408t
12-15 1794
12-17 1220 1546
12-21 1367 1852t
12-23 1282 1805
12-29 1400 1534t
12-31 1431 1650

1943

The company had 704 cars throughout the year.

~~123~~ 122 cars were rehabilitated. Steel sides were added to 35 cars (T). For the first time, former steel cars (t) (from 1938) came up for rehabilitation.

Most cars from 1938.

Jan. 12	1593	1830T				
Jan. 27	1686	1759t				
Feb. 4	1703T	1851T				
Feb. 19	1685T	1687T				
Mar. 2	1559T					
Mar. 17	~~1731~~	1773				
Mar. 27	1824T	1848T				
Apr. 9	1663	1683T	1813T			
Apr. 21	1579	1597T	1688T			
May 6	1588	1784T	1807T			
May 17	1560	1660	1697	1719	1849	
May 25	1589T	1787	1815	1829	1853	
May 26	1552T					
June 5	1580	1591	1677T	1698	1768	
June 14	1475	1572	1667	1708T	1758T	
June 24	1308	1507	1767	1839	1845	
July 3	1574T	1673T	1701T	1756	1842T	
July 20	1322	1567	1651	1666	1847	
July 31	1726T	1733	1740	1753	1772T	
Aug. 9	1570t	1576	1670	1696	1748	
" "	1754	1757T	1781	1811T	1836	
Aug. 27	1575	1664	1728	1751	1776T	
Sep. 7	1558	1678T	1771T	1794	1825	
Sep. 15	1659	1694T	1764T	1796	1814T	
Sep. 23	1320					--1320 from 1937.
Sep. 24	1502	1583	1689	1761	1804	
Oct. 4	1551	1665T	1676	1788	1835	
Oct. 13	1538	1661	1742	1783	1799	
Oct. 23	1524	1527	1544	1724t	1810	
Oct. 30	1548	1672	1732	1739	1843	
Nov. 23	2002	2003	2024	2025		
Dec. 7	1498	1680				
Dec. 23	1479					--1479 1498 1680 from 1939.

No dates: 1668 1735T

"SIDES COATED": Note these gatecars:

4-22-43	1434
7- 9-43	1456
9-11-43	1438

1943 RECOATS: 97 CARS REPAINTED.

1- 5	1465
1- 8	1680
1-15	1451t
	1778t
1-12	1228
	1587t
1-21	1430
1-29	1245t
1-19	1592t
	1595t
1-22	1791t
1-26	1642
1-28	1633
2- 1	1519
2- 2	1394t
2- 4	1526
2- 5	1577t
2- 9	1470
2-11	1561t
2-12	1515t
2-13	1209t
2-19	1634
	1636
2-23	1831t
2-27	1573t
3- 2	1704t
3- 4	1832
3- 5	1590t
3- 9	1244
3-11	1707
3-13	1417t
3-16	1510
3-19	1586
3-23	1604
3-25	1766t
3-27	1497t
3-31	1607t
4- 2	1247t
4- 6	1619
4-10	1621
4- 8	1622t
4-13	1525
4-15	1614
4-19	1521
4-22	1434
4-26	1569t
4-28	1541t
4-30	1467
5- 4	1603
5- 7	1763t
5-10	1626
5-12	1775t
5-15	1469t
5-20	1679t
5-24	1396t
5-26	1243
5-29	1755
6- 5	1384
	1550
6- 9	1780
6-11	1221
6-14	1398t
6-15	1506
6-21	1725
6-17	1817t
6-26	1803t
6-30	1397t
7- 2	1437
7- 6	1695t
7- 9	1456
7-13	1488
7-17	1246
7-21	2000
7-23	1509
7-26	2019
7-28	1227t
7-30	1721t
8- 2	1239
8- 5	1472
8- 9	1233
8-11	1387
8-16	2005
8-17	1386
8-21	2004
8-24	1800t
8-26	1523
8-27	1210t
8-31	2020
9- 3	1203t
9-11	1438
9-16	2010
9-18	1675t
9-30	2006
10-11	2023
11- 1	1348
11- 8	1624t
12-24	1450

XXXX

NOTE, nation-wide gasoline rationing started Dec. 1, 1942 (with announcements of that starting back in Sept. for this area); and after Dec. 1 '42 the service required meant that the shops could not take in so many cars at one time for painting. But five-year rehabilitation was continued.

1944 RECOATS: 16 CARS REPAINTED.

RECOAT OR REHAB? 8-14, 1495t, fits right into 8-14 rehab group and is listed as if a rehab. But for its history, it is a 1941 and 1946 car.

1- 11	1250
1-22	1517
3- 6	1468t
3-14	1489
3-31	1424t
4- 4	1284
4-25	1486
5-17	2017
5-23	2022
6- 2	2028
8-19	2011
8-30	1483
9- 7	2021
9-20	2009
9-27	1447

NO RECOATS LISTED FOR 1945.

1946 RECOATS: 7 CARS LISTED.

8-19	1492t
8-22	1624t
8-30	1787
9-13	1451t
10- 1	1185
10- 7	1782t
10-22	1788

No recoat lists available after that date from company records. The big pre-war repainting programs were never resumed, though occasional cars got recoats (some after accidents), and a number of gatecars were done from 1948 on. No PCC repaint program was ever begun here.

The company had 704 cars throughout the year.

151 cars were rehabilitated. Steel sides were added to 25 cars. 11 gatecars were among the rebuilt cars, last done 1939; the others had all been done in 1941 and 1942, so that now all 144 gatecars were in good condition to continue their service throughout the war.

Most cars from 1939,
*-1940

Jan. 5	1638	1650		
Jan. 20	1615	1715t		
Jan. 27	1549	1706		
Feb. 2	1535	1539t		
Feb. 9	1635	1828		
Feb. 16	1653	1809		
Feb. 24	1585	1727		
Mar. 3	1496t	1546	1636	
Mar. 10	1630t	1645	1769t	
Mar. 16	1537	1723t	1793t	
Mar. 23	1565	1599	1607t	
Mar. 30	1658	1822t	1834t	
Apr. 6	1518t	1640t	1818	
Apr. 14	1573t	1617	1671T	1775t
Apr. 22	1520	1536	1641	1745T
Apr. 28	1219T	1528t	1605	1802
May 6	1480	1541t	1632T	1681
May 18	1533	1633	1648	1514
May 22	1512	1543t	1744T	1750T
May 29	1596	1598	1634T	1827
June 7	1466	1531	1620	1795
June 14	1506t	1649T	1805	1369
June 22	1499T	1529t	1646	1707
July 15	1519T	1568T	1613	1725T
July 22	1647	1714t		1367
July 27	1467	1584	1652	1801
Aug. 5	1465T	1482	1603	1679t
Aug. 14	1594	1625	1642	
Aug. 21	1545t	1639T	1806	1832T
Aug. 26	1469t	1643	1717	1755
Sep. 5	1554	1644	1692T	1400
Sep. 13	1521T	1581t	1616T	1626
Sep. 20	1508T	1550	1595t	1614
Sep. 27	1244	1586T	1631t	1439
Oct. 5	1564	1609	1612	1743t
Oct. 12	1530	1621T	1736	1791t
Oct. 19	1470	1602T	1619T	1282
Oct. 27	1488	1515t	1628t	1431
Nov. 3	1627t	1821t	1412	1413
Nov. 13	1569t	1590t	1691t	1763t
Nov. 22	*1187	1837t	1472	
Dec. 5	*1440T	*1823T	*1356	
Dec. 14	*1492t	*1782t		
Dec. 23	*1241	*1415t	*1816	
No date:	1494	1600		

"SIDES COATED": Note these gatecars:

4- 4-44	1284	8-30-44	1483
4-25-44	1486	9-27-44	1447

The year opened and closed with 704 cars on the assignment. In January the company received its first PCC. Wrecked 1275 was scrapped Dec. 1. 135 ~~134~~ ~~xxx~~ cars were rehabilitated. Steel sides were added to 19 ~~18~~ ~~xx~~ cars.

Jan. 11	1446T				
Feb. 7	1223T				1940 cars rebuilt.
Feb. 20	1236	1623			
Mar. 6	1501t	1730T			
Mar. 16	1228	1777t			
Mar. 23	1245t	1618t			
Mar. 31	1526	1844			
Apr. 13	1451t	1510	1540t	1669T	
Apr. 23	1397t	1556	1662T	1779t	
Apr. 30	1251	1497t	1820	1841t	
May 7	1449	1511	1532	1566t	
May 14	1222	1473	1712t	1850	
May 21	1194	1395	1606t	1852t	
May 28	1240	1562t	1749t	1808t	--"PCC" green interior in 1749
June 6	1200t	1448	1523	1826t	
June 13	1462t	1504t	1534t	1840	
June 20	1248	1390T	1393	1513	
June 28	1198	1246	1253	1582t	--Extra light series in 1246
July 7	1221	1553t	1571t	1716T	
July 17	1235t	1396t	1425	1437	
July 25	1229	1424t	1464	1705t	
Aug. 1	1392	1441t	1684	1737t	--Extra lights, green interior in 1441
Aug. 9	1252	1384	1420T	1608T	
Aug. 17	1237t	1239	1454	1718t	
Aug. 25	1209t	1249	1587t	1731	
Aug. 31	1220	1389T	1391T	1803t	
Sep. 8	1226	1417t	1577t	1711	
Sep. 18	1300	1402t	1408t	1702t	
Sep. 25	1561t	1738	1766t	1800t	
Oct. 2	1394t	1592t	1624t	1657T	
Oct. 10	1468t	1525	1622t	1656t	
Oct. 17	1243T	1387	1485t	1509	1557t
Oct. 25	1227t	1242	1247t	1704t	
Nov. 1	1233	1388	1450	1505T	
Nov. 8	1385T	1386	1503T	1778t	
Nov. 17	1430	1604T	1780T		
Nov. 30	1224t	1489	1675t	1721t	
Dec. 20	1747	2020			--1747 and 2020 were 1941 cars.
No date:	1433T				

Note. Steel sides for 1223 1433/1446 1730 not marked 1945 on company record, but they were not on any earlier record of my own. Same ~~true of~~ true for fixing of steel-side dates for 1559 1685 1735 1813 1830 in 1943, and for 1440 1521 1745 1823 in 1944. There would be a small chance I missed recording steel sides in '39 or '40, most possibly in cases of St. Paul cars like 1521, 1730, 1745. --In my pre-war records I had 1526 down as a steel car, which could conceivably have been error for 1521 or something like that.

The company started the year with 704 cars. Delivery of two orders of PCCs, totaling 90 cars, was overdue. The first new cars did not go into service until December.

98 cars were~~r~~ rehabilitated. Steel sides were added to 3 cars (for one of them, 1746, the date is unofficial as noted in previous cases).

1941 cars being rebuilt, except *-1940 car.

Jan. 3	2005			
Jan. 8	2007	2027		
Jan. 22	2023			
Jan. 28	2015			
Feb. 9	2010	2028		
Feb. 22	2004			
Feb. 26	2022			
Mar. 15	2000	2001		
Mar. 22	2011	2030		
Apr. 3	2012	2014		
Apr. 16	2006	2008		
Apr. 25	2009	2016	2019	
May 9	2013	2017	2021	
May 21	*1210t	*1225	1700	2029
May 31	1205	*1250	1303	*1398t
June 10	1197t	1214	1293	1304t
June 19	1201t	*1203t	1213	1316
June 26	1208t	*1238	1299	1611t
July 23	1517T	*1817t	*1831t	1833t
July 31	1192	1295	1318t	1637t
Aug. 10	1199	1215t	1294t	1746T
Aug. 19	1195	1297	1495t	1713T
Aug. 29	1186	1323	1382	1601
Sep. 9	1206	1211t	1217t	1296
Sep. 18	1190	1218t	1729t	1785t
Sep. 25	1207t	1216	1328t	1734
Oct. 3	1188	1298	1695t	1290
Oct. 14	1311t	1313	1383	1409

"Strawburners" were FE Gate cars with resistors in the front cabs.

Notes on commencement of gatecar rehabilitation. --Question arose of what to do with 1353, a 1941 car now due for rebuilding; it was in wreck in 1943 and had not been repaired; it was dismantled and burned Oct. 19. --Snelling, soon to get 40 PCCs, had none of its gatecars rehabilitated. --I took N.S. 1383 to shop, "called in for rehabilitation"; I assume all button cars for that year had already been done, and N.S. just sent any gatecar which was due. Note E.S. sent in the four Campus "strawburners", but otherwise only 1200 "coffeegrinders". Compare with 1941 shop lists.

Oct. 23	1302t	1819t	1351	~~1409~~	1426
Oct. 30	1272	1345			
Nov. 7	1346	1366			
Nov. 15	1268	1416			
Nov. 22	1347	1348			
Dec. 5	1278	1422			
Dec. 14	1281	1418			

First new PCCs were running Dec. 19; shops took in no more strawburners.

Dec. 21	1274	1423
Dec. 31	1254	1267

The shops continued rebuilding 1200 gatecars from 1941 (but 1276 was never done.) They also now took in 1200 gatecars from 1942, of which 1277 1279 1285 got rebuilt.

Jan. 10	1291	1292
Jan. 13	1273	1279
Jan. 25	1283	1287
Feb. 6	1277	1285

All 40 PCCs were running by Jan. 17, and after that the shops took in NO more gatecars for rehabilitation. In all, 29 gatecars were rebuilt in the fall and winter. --The company now had 743 streetcars, and found business now even better than during the war. --Fewer cars were put through the shops during winters, because more were needed in service. During 1947, small groups of 3 cars each were rehabilitated; since no more gatecars were to be done, there were fewer cars to rebuild that year. In all, 94 cars were rehabilitated. Steel sides were added to 10 cars (but there is very slight chance 1709 and 1722 had them earlier.)

Feb. 17	1171	1193	1487t	--(1487 just transferred to Lake Jan. 18)
Feb. 28	1654	1789	1812	
Mar. 11	1170	1690	1709T	
Mar. 20	1174	1491t	1792	
Mar. 29	1184	1191	1765	
Apr. 7	1319	1762T	1786	
Apr. 16	1169	1175	1181	
Apr. 24	1167	1196	1741	
May 3	1166T	1172	1693	
May 10	1168	1185T	1522	
May 21	1189	1774	1846	

Commencing with following group, TCL emblems were put on all steel-side cars or lightweight cars which were rebuilt or completely repainted.

May 29	1176t	1182	1301
June 6	1325t	1655t	1722T
June 16	1317t	1500t	1710T
June 24	1306	1516t	1790
July 2	1178	1315t	1578
July 29	1314	1720t	1798
Aug. 7	1177	1324	1490t
Aug. 18	1173	1180	1309
Aug. 28	1310	2018	2026

Commencing with following group, the numbers on wood-side cars were stencilled close together, as on emblem cars.

Sep. 10	1326t	1682	1760
Sep. 22	1307T	1321T	1838t

Official company dates after this are unavailable. All later rehabilitation dates were obtained from dates painted on the cars (below the headlight) or from other observations.

Rehabilitation (continued).

Oct. 1	1183	~~1312t~~	1327	--(No date available for 1327)
Oct. 13	1305	1770	~~2022~~	--(2022 rehabilitated again, after having been done in early 1946.)
Oct. 24	~~1797t~~	~~1854t~~		--RECOAT, ~~1566~~ (1945 car), ~~got emblem~~, car marked "R.C.P. DUPONT 10-24-47.
Nov. 6	~~# 1~~	~~# 2~~	~~1752t~~	--(No date for 1752, seen Nov. 20).

The above cars, except for 2022 and recoat 1566, were all 1942 cars. It would be unlikely shops would take three cars in a group all from East Side, as two such groups together would get E.S. rather short of cars.

The only 1942 car left to rehabilitate now was # 4, so commencing with the next group, 1943 cars were taken in for rebuilding, with eight being done during the remainder of the year.

Nov. 25	~~# 4~~	~~1740T~~	1794	
Dec. 8	~~1678t~~	1551	1696	
Dec. 18	~~1659T~~	~~1771t~~	1787	--No dates for 1659 and 1787, seen out Dec. 29 and 27 respectively.

(Front end of 1787 was smashed in accident Oct. 27. Car was sent to shops from N.S., held for rehabilitation, and became only Lake St. rehab which ever had window guards installed.)

50 NEW PCCs arrived in the fall, all going into service between Aug. 18 and Oct. 20.

1349, a 1941 car, was made into Supply Car # 97 in July. Car scrapping began when the PCCs arrived in August, and these were burned:

# - indicates 1941 car, other gatecars were 1942 cars.

1481	1129	# 95		--Aug. 29
1331	1334	1414#		--Sep. 10
1834				--Sep. 19 (wrecked car)
1363#	1365	1456#		--Oct. 3
1484				--Oct. 29
1372#				--Nov. 4
1361	1477#			--Nov. 15
1428#	1434#	1445	1447#	--Dec. 2
1449				--Jan. 2 '48 (wrecked car)

It is difficult to say just what the intended scrapping program was to include. After the Dec. 2 burnings, newspaper article said 16 cars had burned out of 43 that were supposed to, the other 27 cars getting a reprieve on account of the heavy travel expected that winter. It is interesting that 27 1941 strawburners ~~ex~~ escaped burning at this time.

On the other hand, the intention may have been to scrap 43 (or 50) cars, to include any 1941 or 1942 gatecars whose rehabilitation was now overdue. Note 1361 got burned when it went to the shops with bent-up gate-rods (see Streetcar Watcher's Notebook, accident Oct. 11, 1947). 1474 had definitely been on scrap list, and a few others may be picked out; check details of gatecar storage and transfers in Car Assignment Book. --Total 1947 scrapping amounts to equivalent of 19 passenger cars.

Wrecked 1449 was burned Jan. 2 as has been noted, and damaged 1330 was burned April 15; and then for over a year, the assignment remained at 773 cars.

3 ~~TWO~~ important recoats, complete paint jobs with emblems:

1223, noted out Feb. 9, new front end (in train collision Dec. 9)
1534, noted out Feb. 10. These were both 1945 cars.
1852, noted out Jan. 29. 1945 car.

REHABILITATION OF 1230: last done 12-16-42; was done again in late 1947 or early 1948, date unavailable, not counted in '47 or '48 totals; 10-24-47 could be suggested as possible likely date.

92 ~~95~~ cars were rehabilitated during 1948. New steel sides were added to 20 cars. ---Of 123 1943 cars due to rebuild in 1948, 8 had already been done in 1947, 93 in 1948, and 22 were not finished till 1949.

Jan. 2	2002	2003	--Have no date for 2002, but both these cars seen with emblems in Feb.
Jan. 26	1796		

Cars for which dates are unavailable, believed done in early '48 groups:

1320
1668
~~1731~~
1773
1783

Apr. 3	1479	1788				
Apr. 14	1781T					
Apr. 19	1676					
May 5	1527	1829	2025			
May 20	1703t	1733				
June 1	1670	1697	1843			
June 11	1575T	1651T	1842t	1847T		
June 23	1567	1591	1761	1799		
July 15	1498	1588T	1686T	1810		
July 21	1308					

Dates unavailable, believed done in summer, probably Aug. 4 group:

1572
1853

Aug. 4	1754	1757t	1767			
Aug. 19	1593T	1753T	1768	1836	1845T	
Sep. 2	1576	1660	1663	1830t	2024	
Sep. 16	1502	1560T	1597t	1758t	1764t	
Sep. 28	1475	1580	1661T	1825	1839	
Oct. 8	1538T	1677t	1804T	1849	1507T	--guess for 1507, seen 11-22
Oct. 20	1664	1726t	1735t	1815T	1719	--guess for 1719, seen 11- 9
Nov. 1	1688t	1742	1748T	1848t	1548	--guess for 1548, seen 11- 6
Nov. 12	1322	1574t	1579	1672	1694t	
Nov. 26	1665t	1739T	1759t	1784t	1851t	
Dec. 10	1552t	1583T	1680T	1732T	1544	--guess for 1544, seen 12-14
Dec. 23	1666	1687t	1698	1708t	1824t	

In the spring, the general repair shops began repainting some of the gatecars which had been spared from scrapping. Both 1941 and 1942 cars were selected for recoating, but not all of either group. Some got complete recoat jobs, which I mark below "rc", others were only painted below the belt rail, which I mark "sc". These coats of paints began to peel in a surprisingly short time, so that after a year or so some of the recoats looked worse than some cars that weren't painted. Whether or not car was now repainted, had no bearing on scrap list of 1949.

35 gatecars repainted 1948, with months when I noted them:

May	1542 sc					
June	1410 sc	1455 rc	1459 sc	1460 sc	1463 sc	1563 sc
summer	1364 rc	1419 rc	1486 sc	1555 sc		
July	1354 sc	1407 sc	1429 rc	1474 rc		
August	1377 sc	1461 sc				
Sept.	1362 rc	1401 sc	1427 rc	1453 sc		
Oct.	1332 rc	1370 rc				
Nov.	1342 rc	1359 rc	1368 rc	1381 rc		
"	1436 sc	1457 rc	1478 rc	1483 sc		
Dec.	1350 rc	1367 rc	1374 rc	1375 rc		

Some more gatecars got recoats the following year, and in addition some had roofs painted at stations, or parts of car painted for various reasons. ---In Nov., 1344 had part of left side scraped by 1183 on a non-clearance curve, so wood slats stuck out as on a piano board; they were just pushed back into place and given a few strokes of the brush.

Mr. Strouse had 773 streetcars at the beginning of the year. In June and July, he put 50 new PCCs into service; then he scrapped cars 1-2-3 and 43 gatecars (leaving 82 gatecars left). In November, Mr. Charles Green won control of the company, and got 777 streetcars, but was not ready ~~wit~~ with any prepared changes in management methods; his aim was to pay dividends, and also he said to keep fares down by economizing; so rehabilitation continued as Mr. Green began to look around his new company.

155 cars were rehabilitated in 1949. First there were 22 1943 cars which were overdue, then 133 of the 1944 button cars. --Six more 1944 cars were finished the following January, and in reference to these 161 cars, the erecting shops had a sign up, "To serve the public, we must rehabilitate 163 cars by November, 1949." The cars were listed on a blackboard, and included, in error, gatecar 1514 and wrecked 1834. --Of the 151 cars done in 1944, 139 were rebuilt as mentioned above, 1834 was gone, and the 11 gatecars of course were not rebuilt.

Steel sides were added to 25 new cars in 1949.

Rehabilitation commenced with overdue 1943 cars as noted:

Jan. 4	1570t	1689	1728T	1814t	1835	--No date 1728, seen Jan. 14.
Jan. 17	1724t	1751T	1756	1807t	1667T	--No date 1667, seen Jan. 20.
Jan. 28	1558	1589t	1701t	1772t	1811t	
Feb. 9	1187	1559t	1683t	1685t	1813t	--1187 was a 1944 car. --No dates for 1685 seen on Feb. 17, 1813 seen Feb. 15.
Feb. 23	1524	1546	1633	1673t	1776t	--No date 1673, seen Feb. 25. --1546 and 1633 were 1944 cars, others 1943.

Rehabilitation of 1943 cars now complete, following were all 1944s:

Mar. 4	1470	1533	1679t	1707	1480	--No date 1480 seen Mar. 7.
Mar. 15	1518t	1530	1782t	1539t	1613	--No dates for 1539 seen on Mar. 29, 1613 seen Mar. 21.
Mar. 24	1515t	1615	1638	1818T	1743t	--No date for 1743 seen Apr. 28, see 1650 below same.
Apr. 4	1496t	1628t	1727	1805	1827T	
Apr. 13	1499t	1619t	1755	1769t	1828	
Apr. 22	1482	1625	1706T	1806	1650T	--No date 1650 seen Apr. 28.
May 4	1630t	1636	1643	1715t	1832t	
May 16	1549	1585	1635T	1647	1791t	
May 25	1508t	1639t	1645	1750t	1802T	
June 6	1488	1519t	1536T	1584	1640t	
June 16	1467	1621t	1653	1692t	1822t	
June 29	1595t	1620T	1723t	1744t	1793t	
June 27	1241	1244T	1641	1646	1801	

Shops on vacation, most men gone in July.

Aug. 3	1219t	1586t	1658	1795T	1821t
Aug. 16	1599	1612	1616t	1617	1632t
Aug. 29	1554	1600	1644	1671t	1763t
Sep. 12	1520	1594T	1605	1614T	1775t
Sep. 22	1531	1607t	1681	1736T	1590t

Rehabilitation (continued).

Oct. 4	1603T	1609	1631t	1642	1652T	
Oct. 14	1494	1529t	1537	1602t	1717	
Oct. 26	1466T	1535T	1598	1627t	1649t	
Nov. 7	1469t	1528t	1564	1565T	1725t	
Nov. 18	1492t	1545t	1573t	1745t	1809T	--No date 1809 seen Jan.25.
Dec. 2	1440t	1465t	1506t	1550T	1691t	
Dec. 14	1512T	1521t	1543t	1568t	1581t	
Dec. 23	1415t	1541t	1596T	1569t	1626	

Odd recoat. I noted sides painted on 1623 in July, with ceiling along car cards still tan. Noted roof painted in Dec., as if whole car repainted; early in '50, noted sides of ceiling white, as if car had been rehabilitated. But it was a 1945 car, and does not fit into any possible rehabilitation group; and it kept pole sign, which no rehab now did.

Mr. Strouse's gatecar recoats: 8 cars added to 1948's 35 cars:

January	1329 rc	1357 rc
February	1288 rc	1376 rc
March	1271 rc	
May	~~1271xxxx~~	1289 rc
June	1269 rc	
July	1286 rc	

About May, 1136 got complete recoat paint job, very carefully done, with numbers left wide apart as they had been before, May report by Russ Olson, perhaps about time it got change of trucks and motors. Seen by me as recoat Aug. 24 outside erecting, perhaps when ready to move for the Fair. (In Nov. 1948, 1136 had appeared to me to be recent recoat.)

After wrecks, new front ends were put on gatecar 1281 in Sept., 1323 in Oct., 1761 in Nov. Gatecar 1367 had left side painted in Nov., after and automobile tried to drive between it and 1802. --Many work cars received trucks and motors from scrapped gatecars, and some were repainted.

1949 SCRAPPING. "x" indicates recoated in previous year. "#" indicates 1941 car; others 1942 unless stated otherwise(pups not marked).

# 3	1431			June 23	--1431 a 1944 car, cab burned
1411	1412	1471		July 7	--1412 a 1944 car
~~1373~~	1377x	1406	1493#	July 12	
1374x				July 15	--to Track Dept. shed
~~xx~~	~~1336~~			~~July 20~~	
1476#				Aug. 3	--to Track Dept. shed
1337	1371	1435	1336	Aug. 3	--1337 rear platform damaged
1405#	1413	1442	1452	Aug. 24	--1413 a 1944 car
1333#	1344	1352	1444#	Sep. 2	
1356	1458	1463#x	1474#x	Sep. 14	--1356 a 1944 car
# 1	# 2	1360#	1455x	Sep. 21	
1378	1421#	1443#	1453#x	Sep. 30	
1359#x	1380#			Oct. 9	
1547	1373			Oct. 12	
1354#x				Oct. 20	--to Track Dept. shed
1332x	1358#	1379	1399#	Oct. 27	
1432	1438#	1486#x			

1949 AUTHORIZATION: Trucks and motors (GE213 & GE216) from 25 retired gatecars were to be transferred to following 25 work cars:

7 9 10 14 16 18 19 46 48 49 51 52 53
54 55 56 58 61 62 64 65 66 67 68 69

Not all were done that year, and some were probably not done.

THE 82 GATECARS SPARED FROM SCRAPPING.

Seven which were on the scrap list of 50 gatecars were reprieved and fixed up:
"#" - 1941 car "x" - Mr. Strouse's recent recoats
1329x 1364#x 1368#x 1403 1427#x 1429#x 1457#x

The 75 gatecars never on the scrap list:

1941 cars	1942 cars	1944 cars	1946 cars	1947 cars
1276	1266	1282	1254	1273
1342x	1269x	1367x	1267	1277
1370x	1270	1369	1268	1279
1376x	1271x	1400	1272	1283
1483x	1280	1439	1274	1285
	1284	1472	1278	1287
	1286x	1514	1281	1291
	1288x		1290	1292
	1289x		1345	
	1335		1346	
	1338		1347	
	1339		1348	
	1340		1351	
	1341		1366	
	1343		1383	
	1350x		1409	
	1355		1416	
	1357x		1418	
	1362x		1422	
	1375x		1423	
	1381x		1426	
	1401x			
	1404			
	1407x			
	1410x			
	1419x			
	1436x			
	1459x			
	1460x			
	1461x			
	1478x			
	1542x			
	1555x			
	1563x			

Mr. Green was in control with 777 streetcars.

17 cars were rehabilitated in 1950 before the program was stopped. The five cars done on Jan. 9, and 1837 on Jan. 24, completed the rebuilding of 1944 cars; the other 11 cars were from 1945. New steel ~~cars~~ sides were added to four cars.

Jan. 9 ~~1634t~~ ~~1648T~~ ~~1714t~~ ~~1816T~~ ~~1823t~~

On Jan. 9, Mr. Green announced that "part of the rehabilitation program" would be closed down, with some 70 men to be laid off. The men who were left in the erecting shops completed the following cars:

Jan. 24 ~~1221T~~ 1384 ~~1749t~~ ~~1766t~~ ~~1837t~~ --Natural interior finish restored in 1749.

Feb. 3 ~~1390t~~
Feb. 10 ~~1396t~~ 1454
Mar. 6 1300 ~~1840T~~
Mar. 24 1194 ~~1777t~~

1396 and 1454 were not quite "complete", in that ceiling sections along car cards were left tan instead of white. The other cars were entirely finished. I noted that 1777, the last car rehabilitated, was ready but had not been placed on its trucks on March 28.

MISCELLANEOUS SHOP WORK

2 complete Gatecar Recoats - presumably before reduction of shop force.
Jan. 1284 1404

Feb. 1276 - sides coated (after accident, said C.S.)

March 1655 - full recoat - 1947 car - only emblem car to get a complete second paint job
--Many work cars recently painted, noted 11, 19, 53.

April
1215 - front end painted, pole side flag bracket not restored, was lost in auto collision, Mahtomedi line, 1215 thereafter known as "Kirt Blewett's car"
--1166 - right side repainted with emblem, considerable repairs made after fire on Hopkins line, lightning broke overhead wire which slapped side of car and started fire. (1947 car)
--1793 SCRAPPED APRIL 28, burned in shop yards; it was said motorman left controller on a bit, resistance overheated. (1949 car)
--2018, front end burned, car fixed up. Pole side painted.
--1839 - was hit in rear by oil truck on So. St. Paul line - repairs ordered, "Repairs rear step, doors, post, wainscotting; change stove, rheostats, draw-bar hangars," etc. (1948 car). GS painte

May 1274, pole side painted, after accident
--1820, pole side painted, whole side scraped in accident ('45 car)
-- 299, considerable repairs to front end, after Henn-5 derailment.
--1186 noted, pole side repainted earlier (1946 car)
1949 note -- 1684 left side & ~~xaff~~ roof painted (1945 car)(recoat later

MISCELLANEOUS SHOP WORK

In March it was announced the manufacturing shops would be closed down, with some 200 employees affected.

June --1191 - touched up & PS painted (1947 car)

July --1190 - touched up & GS painted (1946 car)
--~~1731 - sides coated (1948 car~~)

August--1611 and 1853 - new front ends (1946 and 1948 cars)
--work car # 49 noted painted

Oct. --1213 - touched up & PS painted (1946 car)
--2026 - considerable touching up (1947 car) PS emblem painted out
--1205 - sides coated (1946 car)
--1169 - touched up & PS painted (1947 car)

Nov. --1206 - touched up (1946 car)
--gatecar 1439, sides coated, all underparts painted
--2008 - touched up & PS painted (but no emblem) (1946 car)
--~~2006 2007 2009 2010 2011~~, all full recoats with emblems ('46 cars
-- cars 2006 through 2016, new signs for 34 Ave. line.
--1266 - pole side painted

Dec. --gatecars 1407 and 1460, full recoats, perfect jobs
--1812 - touched up (1947 car)
--BURNED 2001 2002 2004 Dec. 20, parts used on other 2000s.

Cars slightly touched up earlier in year, something done in shops:
Seen about May: 1210 1303 1695 (1946), 1774 (1947), 1853 (1948)
In Oct: 1713 (1946 car)

MR. GREEN'S CAR REBUILDING PROGRAM

After the end of the rehabilitation program, cars were taken into the shops as before, and following list deals with 1945 cars due for rebuilding (other recoats having been separately listed above). At first not over $400 was to be spent on any car. Thus if a car needed a new stove, for instance, or new sets of steps or such, there might be little money left for any painting. Some cars definitely got their "rebuilding" with practically no new paint at all; 1608 was one for certain, and others are listed below which are believed in that category. As time went on, it seemed that better jobs were turned out, some cars getting all new seats, new window guards, sometimes new signs or new curtains; some were painted inside (not in natural wood finish). Dates given for 1950-1951 work are all dates when I noted that work had been done to car. Categories are "Full Recoat", "Sides Coated" or "Touch-up"; emblems were placed on steel cars in first two categories, but not on cars in "Touch-up" category, which meant very little painting was done.

	Full Recoat		Sides Coated	Touch-up
March			1747	1800t
April	~~1397t~~	1511		1510 recoat except GS
	~~1446t~~ new gr.seats			
	~~1553t~~	~~1582t~~		
May	1222	1246		1393 1505t 1525
	1395	1425		1608t 1448
	1437	1450		
	1473	1526		

unknown date: 1233 GS, etc.
ea

xx May- 1820 after accident

MR. GREEN'S CAR REBUILDING (Continued)

	Full Recoat	Sides Coated	Touch-up
			IN early 1950: 1420t 1503t 1540t 1385t (with new window guards seen 6-51)
June	1253 1387 1388 1392 1402t 1408t 1657t -new window guards	1220	1778t (with new window guards seen 6-51) 1226 1464 - PS done, etc.
July	1252 1721t	-1731	
August	1468t 1504t 1662t 1669t 1712t 1716t	1844	1532 recoat except PS 1236 1852t
Sept.	1198 1200t 1394t	1592t 1562t	
Oct.	1245t 1249 1389t -new gr.seats 1391t 1433t 1441t 1513 1571t 1624t 1675t 1737t 1738 1841t	1556	1240 - GS done, etc. 1503t
Nov.	1209t 1239 1489 1523 1850		
Dec.	1229 1237t 1248 1462t 1561t 1826t		

Summary of 1950 shop work.

	Gatecars	1944 cars	1945 cars	Other cars
Rehabilitated		6	11	
Recoats	6		~~61~~ 62	7 ~~8~~ (1205 1655 ~~1731~~ & 5 2000s)
Some "rebuilding" or misc. work	2		21	about 20 (partial list)

Mr. Green's and Mr. Ossanna's Rebuilding of 1945 Cars.
See under "Miscellaneous Shop Work" for 1946 cars also rebuilt in same program.

	Full Recoat	Sides Coated	Touch-up
Jan.	1779t 1780t		
Feb.	1227t 1509		
	1587t 1604t		
March	1386 1557t	1242	
	1577t -new win.guards		
	1618t -new gr.seats		
	1702t 1711		
	1803t -new gr.seats		
April	1235t		
	1424t -new win.guards		
	1497t -new win.guards		
May	1451t		
June	1430 -new win.guards		
	1684 --new win.guards		
	1705t 1718t		
July	1606t -new win.guards		
	1622t		
	1656t		
	2020 -with emblem		
Aug.	1243t -new gr.seats		
	1730t		
Nov.	1808t -new win.guards		
	1417t -new win.guards (s~~een~~car in Dec.)		

Summary of 1951 shop work

	Gatecars	1945 cars	1946 1-mcars	Other cars
Recoats	3	30	6	6
Others "rebuilt"		[illegible]	1	
Others misc.	3		2	

SUMMARY OF WORK DONE TO ~~x2x~~ ~~134~~ 135 1945 CARS.

11 were rehabilitated.
92 ~~91~~ got recoats from Mr. Green or Mr. Ossanna.
21 were painted or touched up in some manner, so I think most were in during the "rebuilding" program.
11 other cars: 1223 1534 1566 were recoats in 1947 or 1948.
1251 was recoat in 1948 or 1949 (squeezed-up numbers)
1449 had been scrapped
1501, no evidence of work - possible recoat or new front end in '46, believe this car hit crane on Bryant Ave. North then
1224 1247 1704, no evidence of work, except roofs painted in fall of 1950, perhaps usual station work
1228 1485 no evidence of work in my records

MISCELLANEOUS SHOP WORK

Jan. --gatecars 1436 1461 1472 complete recoats
--gatecar 1478 PS & roof painted, other touching-up
--gatecar 1483 GS & roof painted, other touching-up
--gatecar 1514, roof painted, sides touched up
--above perhaps done in Dec. 1950, see that date for shop work; see gatecars transferred to Lake, most got new signs; also N.S. 1357 in Dec., shops painted roof, and very carefully painted all trim around the deck roof windows.

March --1700 - sides coated (1946 car)

April --1382 - full recoat, new window guards (1946 car)
--2000 and 2028, full recoats with emblems; this perhaps done at beginning of winter when 3 2000s were scrapped.
--1787 and 1790 - sides coated (both 1947 cars)
--1696 - touched up, new window gxx guards (1947 car)

June --1470 - sides coated, window guards restored (1949 car)

July --Work cars 46 and 56 noted painted.
--1250, perfect full recoat, seats done, new window gxx guards, new front end after accident (1946 car)
-- 376 - recoat, front end repaired after collision with 1250
--1167 - sides coated (1947 car)
--1214 - most of sides painted at Duluth, sloppy around numbers; later, PS painted apparently at shops (1946 car)
--1218 - touch-up (lost pole sign, indicates possible shop rebuild (1946 car)
--BURNED JULY 27, wrecked 1605, gatecars 1329 1350 1400.

Aug. --BURNED AUG. 30, gatecars 1368 1419 1555.

Sept. --BURNED SEPT. 14, wrecked 1198 1773.

Nov. --BURNED NOV. 16, gatecars 1341 1364 1427 1542
--BURNED NOV. 30, gatecars 1381 1563
--REBUILT 1946 CARS: See also list of 1945 cars:
Last Rebuilding group:
1199 - full recoat, beautiful job
1601 - full recoat, beautiful, new green seats & window guards
1316 - GS painted, considerable touching up, xxxxx seats done, Mr. Ossanna's last rebuilt car.

NOTES OF THE YEAR.
Mr. Green lost control of the company March 12, and turned over his 773 streetcars to Mr. Ossanna. At the end of the year, 15 had been scrapped as noted, and 758 cars were left (70 gatecars). The gatecars were scrapped chiefly to supply certains parts for other cars, especially parts for seats.

The wage increase announced June 12 meant the end of new track laying, and may explain lull in shop work (see rebuilding list). Final decision was soon made to scrap all streetcars, with result final group was "rebuilt" in November, and thereafter paint supplies, etc., were xxx sold. (This last group was in shops in August, finished in Nov.)

1951 MISCELLANEOUS:

Aug, new front ends for 1219 and 1783

By Nov, # 97 repainted, got new roof, line breaker inside car, spring return on air valve, back-up controls.

48 made into flat car late in 1951.

Car 389 front end wrecked, worst PCC wreck, hit tree at Grand & Snelling in spring of 1951; new front end built on it, ready late Dec. or early Jan. 1952 (Seen out 1-21-52).

MISCELLANEOUS WORK NOTES
--Repainted work cars: #64 noted in Jan; noted in April, #51 and #54 both with work car trucks.
--1319 repairs complete by Jan 15 (after Dec '51 crash with 1613)
--1209, sides repainted in Feb. with Army and Air Force advertising; sides repainted in July again with emblem restored.
~~1328, badly damaged, burned~~
--1199, all new siding on pole side (beneath 14 windows), after scraping car on non-clearance curve at 27-Lake in June.
--1233, August, sort of "rehab" because many parts were rotten; many new sections of sides, posts, roof edges, ~~skirt~~ skirts etc, only the new pieces painted. Later in year when other button cars came in with various parts deteriorated, the cars were scrapped instead; if car took over three hours to repair, it was to be scrapped.
--1267, damage repaired in June. 758
CAR SITUATION: Year commenced with ~~748~~ cars. Scrap program dated 11-20-51 called for scrapping 39 gatecars, 1287 and all the strawburners except five at East Side. New list 4-21-52 added all the rest of the gatecars (25 cars) plus 1613 after it was already burned; the trucks of these cars were badly wanted for crippled cars. 2000s and other cars went later. Burning groups:
Jan 14: 1287 1339 1369 1429 1457 1459 #27
Mar 19: 1338 1351
Mar 20: 1416 1514
Mar 24: 1335 1460
App 4: 1340 1426
Apr 8: 1422 1423
Apr 10: 1403 1472
Apr 16: 1342 1343 1362 1366 1375 1383 1410 1613
Apr 29: 1345 1346 1357 1367 1370 1407 1409 1483
May 6: 1285 1286 1291 1292 1355 1418 1436 1478
May 9: 1283 1288 1289 1290 1376 1404 1439 1461
May 14: 1272 1277 1278 1279 1280 1281 1282 1401
May 15: 1284 1348
Jun 13: 1254 1273 1274 1276 1347 1507 #59
Aug 20: 1612 1728 1731 #16 #4-wire
Sep 12: 2003 2005 2008 2013 2017 2024 2028 2030
Sep 17: 2000 2018 2020 2022 2023 2025 2027 2029
Sep 19: 2006 2009 2010 2015 2016 2019 2021 2026
Nov 21: 1247 1230 2007 2012 2014 #4 #48 #96
Dec 10: 1136 1408 1534 1655 1774 #47
Also in 1952, #39, 40, 60, 71, and various gondolas.
Sold late 1952, 1235 1553 1597 1723 1735 1749 1751 1771 1810.

1953 RECORDS. 645 CARS AT BEGINNING OF YEAR. Scrapping dates listed in groups in assignment records.
--Feb, 1328 burned beneath car, cables burned out, very badly damaged; shops thought it was 1323 and told E.S. they'd sell it, but on finding it was electric-heat car, immediately fixed it up; said they were not allowed to scrap electric-heat cars.

1954 RECORDS. 293 CARS AT BEGINNING OF YEAR (include 49 PCCs); also 50 work cars. No cars at end of year.